


**Dutch Boy White and Red Lead**




ANDERSEN, MEYER & CO.

# The Hongkong Telegraph.

FOUNDED 1861  
四拜禮 號七十月七年亥癸 THURSDAY, JULY 27, 1922. 日四初月六

**SHERWIN-WILLIAMS PAINTS & VARNISHES**



ANDERSEN, MEYER & CO.

## THE "EGYPT" ENQUIRY.

More Questions About Lascars.

(Reuter's Service.)

London, July 26.  
At the Board of Trade enquiry into the loss of the P. & O. liner Egypt, Mr. Burrows, the Purser, said he was satisfied that the crew was efficient in boat-drill. He mentioned that the lifeboat he commanded contained forty natives. He said it would have been difficult to get them out. He admitted that they were allowed to stay in the boat while women had to climb down ropes.  
The Third Officer, Mr. Brown, explained the absence of a life-jacket from his cabin as being due to the fact that he ordered it to be taken out because he wanted the rack for boots (Laughter). He said he found half a dozen passengers sitting on the deck-rail and not attempting to slide down to the boat. Asked what happened, he replied: "Well, we pushed them." Mr. Brown thought he was ninety minutes in the water.  
A coloured barrister who was instructed to watch the proceedings on behalf of the Indian sailors complained of the unfairness of some questions about "these poor men."  
Mr. French, Supernumerary Second Officer, mentioned a boat where there was only one white man, the others being natives. Asked whether the natives were cowards, Mr. French replied: "They were very desirous of saving their lives." He was rescued, after three hours in the water, clinging to a spar. Cross-examined, he declared that he cleared out sufficient natives to make room for the passengers around him.  
Mr. Halliday, Supernumerary Third Officer, deposed to cutting several boats free. As one boat was swung out, 30 or 40 natives jumped for it. Witness, with a passenger, managed, after twenty minutes in the water, to get an empty boat, with which he picked up twenty-five natives.  
The enquiry was again adjourned.

## THE RUSSIAN PROBLEM.

Mr. Lloyd George's Speech.

London, July 26.  
In the House of Commons, during a debate on the Hague Conference, Mr. J. R. Clynes urged that Russia's new economic policy would amply justify Britain in promoting the issue of credits to assist Russia.  
Mr. Lloyd George thought the Conference represented a very great advance towards a final solution, but Russia would not get credits until security was established. Government loans to Russia were in any case impossible. The Russian Government must, before recognition could be accorded, establish its bona fides by the restoration of confiscated properties or compensation to owners. The Russian representatives at the Hague were taking back this proposition and he earnestly hoped that their Government would give an unequivocal answer and act thereon. Things would not improve in Russia until she called in the civilised world and Western brains, trade and skill.

## A Three Million Rouble "Tip."

Referring to the state of Russian currency, Mr. Lloyd George said an Englishman recently returned from Russia told him that he gave a three million roubles tip to a couple of porters, and they turned and asked: "Is that the sort of payment you give to an honest Bolshevik?" (Laughter).  
He concluded with an optimistic reference to the better spirit of co-operation in Europe whereby alone peace and prosperity would be restored.

## WELSH BYE-ELECTION.

Liberal Whip Loses Seat.

London, July 26.  
The bye-election at Pontypridd resulted as follows:—  
Mr. Mardy Jones (Labour) 16,630.  
Mr. T. A. Lewis (Coalition Liberal) 12,550.  
The vacancy was due to the appointment of Mr. Lewis as Coalition Liberal Whip.  
This is the twentieth Coalition bye-election defeat and is noteworthy because it happened in Wales and excludes the Whip from the House of Commons. It was thought a safe seat, but the miners' anger against the Government was probably responsible for the defeat, as the constituency is predominantly mining.  
[At the last election the figures were:—Mr. Lewis, 13,327; Mr. D. L. Davies (Labour), 10,152; Mr. A. Seaton (Unionist), 260.]

## NEW DEVELOPMENT IN ENGINEERING DISPUTE.

Ballot Goes Against Acceptance.

London, July 26.  
There is a possibility of fresh trouble in the engineering industry, as the ballot taken by the A.E.U. National Union of Foundry Workers, and the National Federation of General Workers has resulted in 43,937 voting for and 10,900 against acceptance of the employers' proposal to reduce the war bonus by three instalments of 5s. 6d. each during the next three months, beginning July 31.  
Representatives of the Unions are to meet the employers on Thursday to discuss the situation.

## BAVARIA'S INTRANSIGENCE.

Several Cabinet Meetings in Berlin.

Berlin, July 25.  
A communique states that the serious political situation consequent upon Bavaria's refusal to carry out the law for the protection of the Republic was considered at several meetings of the Central Government. Ministers absent on leave were summoned to Berlin, because it was advisable to hear the views of all members of the Cabinet before final decisions were taken.  
The communique adds that the Government will resolutely and calmly protect the rights of the Empire.

## DUTCH TAXATION BURDEN.

A Ruthless "Axe" Wielder Sought.

The Hague, July 26.  
No difficulties are anticipated in regard to the constitutional measures referred to in the Speech from the Throne. Greater emphasis is placed on the measures for next Session, as Holland is overburdened with taxation through revenue diminishing. The Government is being reconstructed, and it is hoped that a strong man will be found to wield the economy axe ruthlessly.

## SUN'S FLEET.

To Be Asked To Move.

PIERCE FIGHTING ON NORTH RIVER.

Our Canton correspondent writes as follows:—  
It is reported that the Consular Body on the Shamshien has asked the Commissioner of Customs to request Sun Yat-sen's fleet to move from its present anchorage. The request is based on the circumstances of the recent mine explosion and for the sake of protection to foreign shipping and property.  
Admiral Wan Shu-tak has written a lengthy letter to Sun Yat-sen outlining the present situation and demanding the return of the four cruisers at present under his control.  
A report from Shikwan states that there is no fighting in the vicinity of the town, but that at Yung Yuen there have been severe battles, the city having changed hands several times. The Cantonese troops at last gained the upper hand and have driven the opposing forces to See Tze Lung, which is at present surrounded.  
Two divisional commanders and one regimental commander left Canton for Yung Yuen on the 25th instant, for the purpose of bringing military affairs there to a speedy termination.

## MR. DENBY'S VISIT.

Shanghai, July 26.  
Mr. Denby has called for Manila, following elaborate farewell ceremonies arranged by the Municipal Council and Chinese officials. He was escorted to the jetty by a mounted police patrol. A special guard of honor was formed of Chinese soldiers. Representatives of the American community and Chinese officials were at the jetty. Our Own Correspondent.

## SHANGHAI STRIKE.

Over a Hundred Cargo Boats Idle.

Shanghai, July 27.—A serious strike of the Shanghai Tug and Lighter Company's lightermen occurred yesterday, owing to the employers' refusal to meet a demand for increased pay.  
The Company has secured sufficient stavedore crews in order to carry on work on mailboats. Reuter.

## R. V. F. STEAMER SEIZED.

A Shanghai Incident.

Shanghai, July 27.—It is reported that the crew of a Russian yacht near Kiangnan Arsenal on Tuesday seized a steamer belonging to the Russian Volunteer Fleet, taking prisoner several of the latter's crew. The Chinese authorities are investigating. Reuter.

## HANYANG IRON WORKS

Strikers Returning.

Hankow, July 26.—At the Hanyang works some of the men have returned to-day. The remainder are expected to resume to-morrow. Reuter.

## CHINA AND JAPAN.

Tokyo, July 26.—Messrs. Obata Yoshida and Yabuuchi have been formally appointed to negotiate with the Chinese Government regarding the withdrawal of the Post Offices.  
Mr. Yokotake has been appointed to represent Japan at the conference for the revision of the Chinese Customs. Reuter.

## THE RUBBER INDUSTRY.

Lord Colwyn's Optimism.

London, July 26.  
At the opening of the British Rubber Manufacturers' Research Association's new laboratories at East Croydon, Lord Colwyn said the rubber manufacturing industry was only in its childhood, and he was confident that the prosperity of the rubber industry would be restored in time.

## SOVIET AND AFGHANISTAN.

Reported Massing of Troops.

Allahabad, July 26.  
According to a message from Teheran, it is rumoured that trouble is impending between the Soviet government and Afghanistan. It is reported that Bolshevik troops are massing on the Afghan frontier, but probably against Kover Pasha.

## MORE TROUBLE IN INDIA.

Non-Co-operators Again Busy.

Calcutta, July 26.  
After a five months' lull, the Non-Co-operators have resumed the picketing of shops selling foreign cloth. Considerable excitement was caused and traffic was held up. There were twenty arrests made. No disturbances took place.

## NOTED TURK ASSASSINATED.

Murdered at Tiflis.

Constantinople, July 26.  
The assassination of Djemal Pasha, Turkish Adviser to the Afghan Army and formerly Commander in Syria and Palestine, is reported from Tiflis.

## MAIL AEROPLANE ON FIRE.

Pilot and Passengers Burnt to Death.

Grenada, July 26.  
An aeroplane on the Casablanca-Toulon mail service caught fire and crashed at Gvadix. The pilot and two passengers were incinerated.

## ALL-ROUND RISE IN BRITISH COAL.

The Demand from America.

London, July 26.  
All classes of coal rose five shillings at Swansea to-day as the result of the demand from America. Anthracite is 5s. per ton, a post-war record.

## FRENCH GENERAL'S DEATH.

Paris, July 26.  
The death is announced of General Maistre, the victor of Malmaison.  
(Other Telegrams on Page 2.)

## CLUB DE RECREIO CHITS.

Further Correspondence.

We have received the following letters for publication:—  
Sir,—Your correspondent "Disgraced Member" is not fit to be a member of any Club.  
Rules of the Club provide redress for any aggrieved member and, therefore, there is no necessity for him to ventilate his grievances in public under a nom de plume.  
I hereby challenge him to disclose his identity and, if he dares to do so, I will undertake to get the necessary support to call an Extraordinary General Meeting of members and expel him from the Club.  
Thanking you for the insertion of this letter.  
Yours etc.  
J. C. BARRETTO.  
Hongkong, July 27th, 1922.

Sir,—Myself and most of the members of the Club de Recreio were much amazed at the stupid remarks made by your correspondent "A Disgraced Member," who, we believe, must be a short-sighted fellow, quite ignorant of his own actions.  
Whatever resentment or complaint he had against the Club he ought to make his representation to the Committee and should never take the matter into the local press.  
The public do not care a rap what a social Club do with their members, and whatever individual feelings he had against the Committee has nothing to do with the administration of the Club.  
There must exist some grievance that induced "Disgraced Member" to send in the comment he made in your paper. It is deeply deplorable!  
How the Committee allowed such a distribution of the circular in question, is a wonder.  
Yours etc.,  
A MORE DISGRACED MEMBER.  
Hongkong, July 27th, 1922.

Sir,—Your correspondent "Disgraced Member," whose effusion appeared in your issue of yesterday, may have a genuine grievance against the Committee of the Club de Recreio, but I fail to see what public purpose he has furthered or benefited by rushing to the Press to seek redress. The question he discusses is not one of public interest; it is a question which arises very frequently in most clubs, here as well as elsewhere, and is simply and purely one for adjustment between the members themselves in a spirit conducive to the best interests of the clubs concerned.  
Can it be that the shortage of water is responsible or "Disgraced Member" washing dirty linen at the public tap? Anyway it is a most reprehensible practice and one which, as far as my own personal knowledge goes, is severely condemned by every section of this most cosmopolitan community of Hongkong.  
Thanking you for the insertion of this letter in your valued paper and enclosing my card.  
Yours etc.,  
A READER.  
Hongkong July 27th, 1922.

## SHIP'S SURGEON'S DEATH.

Dr. Hassard Passes Away at Bangkok.  
With the arrival of the s.s. Linan in port, we learn of the death of the ship's surgeon, Dr. R. Hassard. Dr. Hassard was taken ill with dysentery and his condition was so serious that he was sent to Bangkok Hospital, where he passed away on July 18th.  
He leaves a widow, who resides at Ho Mun Tin.  
With the exception of these few particulars, Messrs. Butterfield and Swire, who are the agents, told our representative that they could give him no information.

## COURT MARTIAL.

A Gunner's Ricksha Ride.

A District Court Martial presided over by Major T. C. Lawes, R.G.A. and composed of Captain Cross, King's Regt., and Lt. C. R. Wallis, R.G.A., with Lt. Thornton acting as the prosecutor, was held at the Murray Barracks this morning to try Corporal J. Millar, 88th Coy., R.G.A., who was charged with breaking out of bounds, and also with leaving barracks contrary to Company's orders.  
Corporal Williamson said that on the morning of the 17th instant he received a charge sheet from the Garrison Military Police to the effect that the accused had been placed under arrest for being out of bounds in the Wanchai district on the 15th instant. Witness produced certain Routine Orders which had been duly posted for the information of the men. They were to the effect that on account of the prevalence of bubonic plague the district of Wanchai was placed out of bounds.  
Corporal Barracough said that he was on police duty on the night of the 15th instant and was patrolling the Praya East when he saw accused going down Sampan Street, which was then placed out of bounds. He took the accused's name and number and ordered him to return to barracks.  
Lt. Thornton, cross-examining for the accused:—How far was accused up the street when you saw him?—About twenty yards.  
Wasn't there a crowd of Chinese drawing water?—Yes, sir.  
Bombdr. Pearce, another military policeman, also gave corroborative evidence as to seeing the accused in Sampan Street.  
Reading accused's statement, Lt. Thornton said that on the night in question, after completing duty at 10.30, accused felt himself not too well, and sleep being difficult to obtain, he decided that a blow in a ricksha would do him good. He had proceeded as far as Sampan Street, along the Praya East, when he saw a crowd of Chinese clustered together at a fountain and what appeared to be the headgear of a Chinese policeman showing above the mass. Deciding that the look was having a rough time in his efforts to regulate the queue, accused jumped down from his ricksha and proceeded up the street with the intention of assisting the constable. Before he actually reached the spot, he was questioned by the military police and ordered to return to barracks.  
Continuing, Lt. Thornton suggested that as accused had drawn only the small sum of \$2.50 the day before, it could not possibly be that accused was in Sampan Street for a bad purpose, apart from the question of its having been placed out of bounds. The circumstances of the accused's being there were as already stated. Then, if the accused had wanted to escape detection he could do so by means of the back-lane out of Sampan Street. It was proved in the evidence given by the two witnesses that there was the crowd of Chinese collected at the hydrant, and there was some discrepancy shown in the respective estimates of the position of the accused as given by the two witnesses.  
The Court then considered the case in camera. The decision of the Court will be promulgated in due course.

## Another Case.

Corporal L. Smith, of the King's Regiment, who was charged with being drunk and with assaulting two privates of the Military Police, pleaded not guilty.  
In evidence, it was stated the accused was absent from two roll-calls, and was later seen coming back into Wellington Barracks in an apparently drunken condition. He carried a bottle of whisky which he placed at the corner of the first



Djemal Pasha, whose assassination is reported by cable to-day.

## A CORRECTION.

We regret that in our issue of Tuesday we incorrectly stated that Chan Kwai-sang was sentenced at the Criminal Sessions to ten years' imprisonment for kidnapping a boy. The facts are that the man who was sentenced was Cheung Cheuk-chin, whilst Chan Kwai-sang was the name of the kidnapped boy.

## News in To-day's New Advertisements.

Messrs. R. K. Modi have removed to No. 35 Wyndham Street.—Page 4.  
The War Department is calling for tenders for the supply of coal, coke, charcoal and firewood.—Page 4.  
A new telephone exchange for the Peak area will be opened on Saturday.—Page 4.  
"Every Woman" is being screened at the Coronet to-night.—Page 12.  
Lammert Bros. are selling household furniture at No. 98 the Peak, on Thursday next.—Page 4.

## LISTEN!

Nature believes in advertising, so the most natural thing in the world is to advertise.

The Empress of Canada sails for Vancouver to-morrow afternoon.—Page 10.  
Whiteway's great summer sale commences on Monday.—Page 3.  
The presentation of shields won in the Hongkong Lawn Tennis Association's League matches will be presented on Saturday.—Page 4.  
"Eyes of the Heart" is being shown at the World Theatre to-morrow.—Page 4.

## To-Day's Exchange.

The closing rate of the dollar on demand to-day was 2s. 7. 1/2d.

## The Weather.

2 p.m. Barometer—29.58. Temperature—82. Humidity—83.

## Lighting Up-Time.

Lighting-up time to-day 7.06 p.m.

stop leading into the guard room. When this bottle was taken possession of by a member of the guard, accused asked if he was under detention and when told that he was, replied: "No, Corporal." We will fully well fight for it." He struck two members of the guard.  
Further evidence was then taken and the Court ended its sitting. The decision will be promulgated later.



## NOTICE.

## W. S. BAILEY &amp; CO., LTD.

ENGINEERS  
&  
SHIPBUILDERS.  
KOWLOON.HARBOUR REPAIRS  
Call Flag "L."Tugs, Barges, Light Draft and  
High Speed Vessels and  
Motor Craft.Sole Agents for  
"KELVIN MOTORS."Phones—  
Works.....K21  
Managers.....K633

## METALS

of all kinds, especially for ship  
Building and engineering works.  
Complete stock. Best terms.  
Immediate delivery.

## SINGON &amp; CO.,

(Established A. D. 1880.)  
HING LUNG T. Phone 513.PIANO  
FOR HIRE

at moderate Prices.

TSANG FOOK PIANO  
COMPANY.194A Wanchai Road.  
PHONE 2127.

## MASSAGE HALL.

23, WYNDHAM STREET.

MRS. H. MORITA.

## JAPANESE MASSAGE.

MRS. H. SUGA  
MRS. U. SUGANo. 11, D'Aguilar Street,  
2nd Floor.JAPANESE PRIVATE  
MASSAGE.Mrs. USUNOYE c/o MATOUBARA  
Telephone No. 405.  
Apply 2nd Floor,  
10 Queen's Road, Central.

## A PODICURE

AND  
MANICUREMrs. N. Tsuchioka  
31, Wyndham Street,  
HONGKONG PRINTING OFFICE  
First Floor, Room 12.GREEN ISLAND CEMENT  
COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.  
In Bags of 250 lbs. net.SHEWAN, TOMES & CO.  
General Managers.  
Hongkong.MARTIN'S  
APIOL & STEEL  
PILLSA French Remedy for all Irritability.  
Thousands of Ladies always keep a box  
of Martin's Pills in the house, as this  
is the best thing of any Irritability of  
the System a Lady can have. It is ad-  
ministered. Those who use them recom-  
mend them. Hence their enormous sale.  
All Chemists and Druggists sell them  
throughout the World. 1 Post Office Box,  
MARTIN'S, Chemist, Southampton, Eng.MARTIN'S  
APIOL & STEEL  
PILLS

## NOTICE.

## THE BLUE BIRD CO.

Refreshment Parlour & Candy  
Store.  
No. 161 Des Voeux Road, Central.  
(Opposite to A.S. Watson  
Dispensary)The weather is very warm  
indeed and if you want something  
to cool yourself please come in  
and try our Best Ice Cream Soda  
and all sorts of Cold Drinks.  
Come once and you always will  
come.Recent shipment of Mac-  
intosh's Toffee and Caramel,  
California Oranges, Lemons,  
Cadbury Selected Chocolates,  
King George Chocolates, Jordan  
Almond Chocolates, Huntley and  
Palmer Biscuits, and American  
Pine Nuts. Different kinds of  
Canned Fruits and Fish shipped  
by Getz Best.THERAPION No. 1  
THERAPION No. 2  
THERAPION No. 3No. 1 For Bladder Catarrh, No. 2 For Blood &  
Skin Diseases, No. 3 For Chronic Venereal  
Disease. Sold by Leading Chemists. Price in England  
1s. 6d. per box. The Trade Mark word  
"Therapion" is on the Govt. stamp affixed  
to each packet.

## MRS. HAN INOKUCHI.

Telephone K. 754  
No. 21, Ashley Road, Kowloon.  
Back of Star Theatre.  
CERTIFICATED EXPERT MASSAGE,  
HAND & ELECTRIC.  
Also all ailments remedied by arrangement.

## MASSAGE EXPERTS.

HARRY FURUKAWA.  
AND K. SAKAI.  
19, WYNDHAM STREET.

## MEE CHEUNG.

Have you ever been satisfied with a  
photo of yourself or your children? If not,  
you will be, if you go toMEE CHEUNG  
Ice House Street.Every photo we turn out is a picture  
Beautiful, Artistic, Permanent.

## We have come to stay.

THE  
MING YUEN STUDIO CO.has opened their New Studio  
at 11, Becclesfield Arcade (Top Floor)  
and will allow 25% discount to all visitors  
for one month.  
The most up-to-date Studio in Hongkong  
See our specimens and ask for Price List.  
Telephone 4310.FOR HAIPHONG AND  
HOIHOW.Sails for Hongkong and Haiphong every  
Saturday Tuesday.  
The famous Haiphong steamer  
HAI-MUN  
(Capt. Charles E. Page).  
Apply Thos. Cook and Sons or Ho Hing Tai,  
111, Wing Lok Street.

K-673 H.K. 4002

FOR HIRE  
MOTOR CARSAND  
MOTOR  
LORRIES  
PASSENGERS  
FREIGHT  
OR  
BUILDING  
MATERIALS  
TAKEN TO ALL  
PARTS OF COLONY.DOMINION MOTOR  
TRANSPORT.

## REEVES &amp; CO.

145, PRAYA EAST  
PHONES 14002  
(K-673)

## EARLIER TELEGRAMS.

## THE BOXER INDEMNITY.

London, July 26.

In a letter to the Times, Mr. J. O. P. Bland, dealing with the proposal to apply the Boxer Indemnities to the education of Chinese students in England, points out that while the British national expenditure on education has been curtailed on the ground of economy, the Peking Government is spending \$198,000,000 on military purposes, against \$6,500,000 for education. He says surely it will be time enough to ask us to subsidise the education of ex-pedant Mandarins when these figures have been reversed and the authorities in China have satisfactorily proved their ability to handle educational and other grants with unquestionable integrity. He declares there is no self-evident justification for the assumption that the grateful goodwill of the Chinese can be secured by giving them educational facilities. All the evidence available in China points the other way. Japan educated far more Chinese students than any other country, without greatly endearing herself to the Chinese. The number of students who become traders after being educated in England or America is almost negligible. He has never known a case wherein goodwill was determined by a trader's educational antecedents. The class of Chinese, which is seeking free educational facilities in England and America is the semi-Europeanised class, sons of officials and rich merchants, which aspires to rule the country, and whose aspirations are regarded by many competent observers as a very grave source of danger to China because the fulfilment of their ambitions means the creation of a privileged ruling class entirely out of sympathy with the Chinese.

Mr. Bland concludes that the modernising of Young China should be done at home, and the education of the country's future rulers should as far as possible be a self-supporting national undertaking rather than a corpse of competitive foreign propaganda.

## GERMAN POLITICS.

Berlin, July 26.

Premier Lerchenfeld in a speech in the Bavarian Diet on the subject of the conflict with the Reich, while sharing the abhorrence at the murder of Rathenau, regretted that politicians in Berlin enacted anti-democratic measures tending to class domination and the establishment of a centralized State, and ruthlessly ignoring the autonomy and rights of the Federal States. He declared Bavaria regarded the creation of a special tribunal to defend the Republic, with judges nominated by the Imperial President, as an encroachment on Bavarian judicial rights. He admitted the other Federal States did not support Bavaria's objections; but protested that the atmosphere in Berlin was poisoned against Bavaria by persons in receipt of French pay. He concluded that Bavaria's resistance to the Reichstag's measures did not affect her loyalty to the Empire.

The Diet voted confidence in the Government.  
Trains from Bavaria are crowded with tourists fleeing from the possible danger of internal disturbances.

## AMERICAN STRIKES.

London, July 26.

Following the American Government's exhaustion of all means towards settlement of the strike, the Interstate Commerce Commission has proclaimed the existence of a national emergency. Special measures for rationing and prevention of profiteering will be enforced within forty-eight hours, possibly followed by the Federal authorities assuming control of the railways.

Attempts are being made to re-open a number of anthracite mines in Pennsylvania, whither heavy detachments of infantry, cavalry and machine-gunners have been despatched to protect non-Unionists. If the measures are successful other mines will be opened, but so far the strikers are unwavering.

The large American coal orders being placed in Britain have resulted in an average advance in prices of 2s. 6d. a ton of coal. Freight rates have risen three shillings in the past week.

## ITALIAN POLITICS.

Rome, July 26.

As the result of the obstruction of the Social Democrats, Signor Bonomi has abandoned the task of cabinet making. Intelligent appreciation of the situation is given by the veteran ex-Premier Giolitti, writing from Vichy, "Thank God I am outside the parliamentary situation, which presents no possibility of a solution responding to the true interests of the country."

A Milan message states that the Fascisti occupied Casalpusterleno, midway between Milan and Piacenza, which with other recent activities seems to confirm the Fascisti threats to encircle and isolate Milan.

The state of feeling in the capital is shown by a journalist on the Socialist newspaper *Giustizia* having challenged the Fascisti leader Mussolini to a duel. Mussolini has accepted.

## COMBATING ANTHRAX.

London, July 26.

An official communication states that after a year's experience the Government's anti-anthrax wool disinfecting station at Liverpool is working successfully. The authorities have decided to reduce the charge to 3/4d. per pound of material disinfected, guaranteeing the process, as not harmful.

## THE COTTON SLUMP.

London, July 26.

The Manchester Guardian correspondent at Oldham states that owing to the unusual depression in the cotton trade a few members of the Oldham Master Cotton-spinners' Association are suggesting organised curtailment of production; but the Association is unlikely to agree, as many firms are in a position to work full time on recent orders.

## CANADIAN RAILWAY STRIKE.

Montreal, July 26.

The Railway Shopmen's Union announces that the ballot on the question of reduction of wages resulted in favour of a strike. Forty thousand are involved.

## CHINESE AFFAIRS.

A National Conference. Peking, July 26.—It is officially mentioned as Minister of Finance. Other changes announced that President Li will also take place. Yuan-hung intends to nominate. It is unofficially stated that Tang Shao-yi as permanent Pre-Tsao Kun now favours the speaker, but the question of acting pointment of General Chang Shou-Premier is not yet decided. Meng-teng as Premier, probably owing to his of Parliament favour Wang to Chang's connection with the Hung-hual, whereas it is under-Lushan Conference, as it is almost stood the President wants W. W. universally predicted in North Yen. It is officially anticipated that will be arranged as soon as the Tung Kang (Finance Minister) Cabinet is settled. Enter.

INDO-CHINA  
Steam Navigation Company, Limited.

## S.S. "KUTSANG"

The Company's new steamer (as above) 143 knots, 3847 tons gross, will be despatched at 3 p.m. on 28th July for SINGAPORE, PENANG AND CALOUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTERHAM AND DUTCH EAST INDIES.

The steamer has the most up to date accommodation for 22 first class passengers, all Staterooms, Bathrooms, Saloon and Smoking Rooms being fitted with the very latest improvements. A qualified Doctor is carried and every comfort is assured. Wireless is installed and refrigerators allow of a constant supply of fresh food.

For further particulars, please apply to

JARDINE, MATHESON & CO., LTD.  
GENERAL MANAGERS.

No Up-to-Date Building  
is complete without its  
'Express' Lifts

THE GENERAL ELECTRIC CO. OF CHINA LTD.  
Queen's Buildings.REMINISCENCES OF SOME  
FAMOUS TEA CLIPPERS.

Captain Andrew Shewan who once commanded the famous tea clipper *Norman Court*, and who is probably one of the few men living who can talk well from actual experience of the work of the famous tea clippers of the latter half of the last century, relates some of his reminiscences in the magazine, *Sea Breeze*. In the course of a long and interesting article he says:—

I first went to China in a tea clipper, the *Chao-Sze*, in 1863, but had lived in the tea clipper atmosphere for some years before that, my father having command of *Willis's Lammermoor*, when the *Cairngorm*, *Chrysolite*, *Vision*, and others were as famous, or perhaps more so, than the *Cutty Sark* was in her China career.

About 1860 the Liverpool-built *Flyer* Cross came on the scene and carried everything before her, so to speak. The Aberdeen-built *Flying Spur* and *Black Prince* were never in it with the *Flyer* Cross, though I think it was Captain Robinson that prevailed.

The Clyde-built *Falcon* was the only one that came near the Liverpool crack, but then she was driven by another famous skipper, the late Captain John Keay.

Yet the Clyde came to the front in the end, about 1865, when the *Tasping* and *Serie*, followed by the peerless *Ariel*, lowered "Dick" Robinson's colours in the *Flyer* Cross. But the latter, being transferred to the record breaker, the *Sir Lancelot*, wrested victory from all competitors, until Dick retired from the sea in 1868.

As a boy finishing my time in the *Black Prince*, 1866 to 1868, I came across, in one way or another, most of the famous men of

those days. Of course, it was necessary for a man to have a fast ship to make a passage, but there were (even among tea clipper skippers) one or two that were frightened to handle a clipper so as to get the best out of her.

I knew Mackinnon (*Tasping*) Innes (*Serie* and *Spindrift*) Keay (*Ariel*) and many others. I think there is little doubt that these men might be called the flower of their profession, which demanded strong nerves, as it was not every master, however good a sailor he might be, who had the courage, endurance and patience to drive a tea clipper.

Ships had also to be handled delicately like a racehorse. When caught in a squall with a press of sail on, they required to be dealt with in quite an unorthodox manner.

"Luff her up and shake it out of her," used to be the order of the moment, for we beside the timid man who, in the middle of a squall, tried to put his helm up and run off before it, as was the common manoeuvre in the older-fashioned ships.

The full-blooded clipper resented this. As she fell off the wind she gathered way in an instant, and with her sharply backed up yards catching the weight of the wind, she lay down to it till her fair-loads were almost in the water and her helm unable to act.

It was no use letting go topsails; the yards could not be lowered at the angle the vessel lay at. The poor, unlucky mate or master caught like this, had to keep his hair on the best way he could, until either the squall blew over or his canvas blew out of the bolt ropes. Or, as happened to Robert Deas (one of the old school) a botelay, or other stay, parted and away went his topmast.

To feel a ship going over in this way, till her lee rail was under water—and one had some faint idea that she was not going to

stop at that—was anything but soothing to the nerves. But the experienced tea clipper master knew better than to let this happen.

My point is that the master was really the pivot on which turned a good or bad passage. Of course, fortune also entered into the game. I feel sometimes, when I read of the valiant deeds of the *Thermopylae* and *Cutty Sark*, it is rather hard on the other ships who did (one or two of them) equal, if not better, work in the China trade.

My last ship was the *Norman Court*, in which I served nine years. We never had the honour of competing with the *Cutty Sark*, but have had satisfactory encounters with both the *Thermopylae* and *Sir Lancelot*, both of which we claimed to have beaten.

In 1869 the *Norman Court* came home from Foochow in 104 days, against the *Thermopylae's* 105, though the *Sir Lancelot*, which left at the same time, did the passage in 103. The ships left within three days of each other.

In 1870 we left London ten days after the *Sir Lancelot*, and arrived at Shanghai two days before her—but thereby hangs a tale! Then, in 1874, we met the *Sir Lancelot* in the China Seas, kept company with her, off and on, for some three weeks or more, and passed through the Downs 30 hours ahead of her. How that surely is good enough to say we could beat the famous crack?

Yet this same *Sir Lancelot* twice beat the *Thermopylae* home from Foochow (once in 1870 and in 1867), when the latter made the then record of 91 days home from Foochow against the *Thermopylae's* 105. The *Sir Lancelot*, capped it by coming home in 89 days. Where should the *Norman Court* stand on these records, which knew to be true?



## NOTICE.

It's the shapely that counts—



Any razor is soon ruined by unskilled stropping; most safety razors you can't strop at all, but there is one, and one only, that "strops itself"—the Valet Auto-Strop.

That's why the Valet Auto-Strop shaves cleanest and saves constant expense for new blades. Just slip the strop through the razor head, and six to-and-fro strokes put a perfect edge on the blade.

**"VALET" Auto-Strop Safety Razor**

THE STANDARD KEY  
Over 11 million of these razors  
plated, and stamped "VALET" and  
"SAFETY" are in use. The Valet  
Auto-Strop is the only razor that  
can be used on both sides of the  
face.

Of all high class dealers

The word "Valet" on Razors, Strops, and Blades is the genuine product of the  
Valet Auto-Strop Razor Co. Ltd. 147, 27, City Road, London, E.C.P.

U.S. NAVAL SECRETARY  
AT YOKOHAMA.Necessity for A Subsidised  
Marine.

Mr. Edwin Denby, U.S. Secretary of the Navy, speaking to American business men at Yokohama, declared that next to the navy the mercantile marine was the most important in the defence of the country.

Mr. Denby said:—"Sometimes it is said that trade is the most frequent cause of war. I cannot believe that honest commerce is the mother of so atrocious a thing as war. I do believe for our country that we should put forth every effort to develop our commerce abroad, and to develop our merchant marine. Speaking as the head of the Navy, I may say to you that next only to the Navy is the merchant marine of the United States important to the defence of our country. That well-conceived and splendidly executed trip of the battle-ships round the world in 1907 was both a master-stroke of policy on the part of President Roosevelt, and also a pitiful disclosure of a fatal weakness in the United States' system of defence. The fleet had not enough auxiliaries and could not get them under the American flag to victual and fuel it, and to furnish it with other necessary supplies except by the use of foreign flags and upon sufferance of foreign nations. So the lesson President Roosevelt undoubtedly had in mind was driven home most effectively to all students of naval affairs. But there was little result of that extraordinary incident until the great war. Now we have the ships, partly under Government ownership and control, and partly under Government ownership and private lease.

The Shipping Board is asking Congress for aid to make it possible to continue the running of these ships on a commercial basis. Congress, I hope, will in some form grant the request so reasonable, and prevent the sale to other Powers of the merchant marine fleet remaining under the United States flag. There seems in some quarters an almost unconquerable prejudice against any aid from the Government to the shipping industry, whether the Government is to be reimbursed later or not. It is necessary that such aid should be given for a time. I do not believe that Government aid will always be needed for the merchant marine. It is needed now to pay the initial cost of establishing the marine. Ultimately, the shipping industry will run itself.

"Aside from national defence, we must carry a good portion at least of our commerce under our own flag, or suffer the constant annoyances and impediments that ensue when our goods are carried under the flags of other nations. Instances have been known of the deliberate rough-hauling of American freight to prejudice foreign markets against it. No such instances, I am happy to say, have I ever heard of in connection with the Japanese merchant marine. It is difficult for one who thinks so much in terms of ships, and loves ships as I do, to understand how any company could so debase itself as to fail to discharge an honourable duty entrusted to it. When I put my goods aboard a foreign ship, and pay the freight for their transportation, I have a right to safe and careful handling of those goods, and if I do not get it I cannot avoid a feeling of deep resentment.

"It is such things as that whereby trade may be indirectly the cause of war. I hope neither the Shipping Board of the United States, nor any private company operating vessels under our flag will ever so demean itself and dishonour its colours as to rough-handle freight, or to deny space when space is plentiful, for the purpose of endeavouring to cripple the trade of a rival country, and I hope that every instance where such a practice is proven against any company, American or foreign, will be made the subject of wide publicity. What cannot be cured by law or treaty can be cured by an indignant public opinion, and should result in disaster to those who practise such commercial treachery.

"You Americans who live abroad and trade abroad should eagerly welcome the re-entry of our country's flag upon the high seas. When I dwell in the Far East many years ago the American flag was seldom seen, and it is not frequently seen now. The competition for foreign markets will be keen in the future. We have a right to win what we can by honourable means."

## FRONT JACK KNIFE



AILEEN RIGGIN IN A FRONT JACK KNIFE DIVE. THE LARGE DOTTED LINE INDICATES THE DIRECTION OF HER BODY WHEN PHOTOGRAPHED, WHILE THE SMALL DIAGRAM SHOWS GRAPHICALLY THE WHOLE COURSE OF THE DIVE.

BY AILEEN RIGGIN.

Olympic Fancy Diving  
Champion.

The front jack knife dive is one of the most interesting dives, and requires a supple body.

Good practice for this dive is trying to bend and touch your toes without bending your knees. This is good exercise for anyone.

After standing at attention at the lower end of the board, run and spring into the air as high as possible.

At the top of your spring, bend forward at the hips and touch your toes.

Remember to keep the toes pointed.

Keep in this position until nearing the water, and then straighten out smartly, entering the water head first with the arms above the head and the fingers straight with the forefingers touching.

When entering the water, you must not be farther than six feet from the end of the board.

To-morrow—One and one-half somersault dive.

THE PHILIPPINE CREDIT  
DOUBLED.Facilities for Education and  
Public Works.

The seal of approval now set to the Philippine Credit Act, which recently came before Congress, with the backing of the Secretary of War and Governor-General Wood, gives official standing to a measure, not only based upon sound business sense, but also promising an assistance greatly needed to a worthy work. It authorizes the insular Government to more than double its present bonded indebtedness, a total of \$72,000,000 being approved where the former total stood at \$30,000,000, though even this increased sum falls short of the 10 per cent of the assessed property valuation which is the figure adopted by practically every other state. With some of these new bonds soon to appear in the markets of New York and Boston, Chicago and San Francisco, it is perhaps apropos to add here that the customary statement that the Philippines "have not cost the United States a cent" is not at all the fact. A conservative estimate something like half a billion dollars have been put into the archipelago by the American people during the quarter century since Dewey won his May Day victory in Manila Bay. This includes the cost of the army, of the fortifications, and of the maintenance of the two naval stations at Cavite and Olongapo.

## SERIOUS FINANCIAL SITUATION.

When, rather more than a year ago, General Wood began his investigation into Philippine financial affairs, he found conditions so serious that he called banking experts to his aid, asking, first, a thorough examination of the insular finances, and, second, the formulation of a plan by which the islands' fiscal affairs might be put once more on a sound foundation. This led to the launching of a programme for the entire reorganization of Philippine finances, including the extension of the limit of indebtedness now authorized. The Filipino Assembly approved this plan last February, but further approval was needed from Washington in the more important particulars. This has now been given. Non does it come too soon. So long ago as March the general fund at the disposal of the Manila

authorities was described as "pitifully low." Many of the public school teachers had not then been paid since January. All public works had virtually stopped. To-day \$4,000,000 pesos of provincial, insular, and municipal funds are still tied up in national bank loans, requiring an indefinite time to liquidate.

In this connection should be recalled the known facts of the administration of the Philippine National Bank, during the recent (and now closed) period of native management. Through the aid, in a praiseworthy desire to encourage local industries as much as possible, that they might take fullest advantage of the amazing trade opportunities of the time, this institution lent enormous sums, including even its gold reserve. In some instances loans were made far in excess of the total capitalization of the companies favoured. Large sums, too, were advanced on a wholly personal basis to Filipino politicians, who merely signed "chits" for the amounts drawn. Admitting fully as much honesty of intent as doubtless existed, was there never such another instance of inexperience spurring ambition to disastrous over-leaping?

This situation, of course, accounts for no small part of the funds authorized. Approximately \$18,250,000 will be needed to cover treasury certificates, and the redemption of the gold standard fund will call for \$5,000,000. Slightly more than this last figure, again, will go to reimburse the United States Government for moneys advanced. Improvements in the port of Manila will account for \$5,000,000, and about \$10,000,000 is to be spent upon irrigation works—a detail heartily to be endorsed, since, excepting only the amazing progress made in educational opportunities and methods, American control in the islands has brought nothing finer than the advance shown in all matters agricultural.

General Wood will now have a better chance to correct certain errors, and to broaden and solidify his programme—Christian Science Monitor.

OPTIUM CONCEALED UNDER BUNKER COALS.

A Chinese steamer was sentenced to six months' imprisonment at Port Arthur for having fibs of opium on the steamer Maple Branch from Hamburg. The opium was concealed under coal in the bunker.

## NOTICE.

COLLARD  
and  
COLLARDTHE  
Perfect Piano.

Perfect in Tone  
Perfect in Touch  
Perfect in Finish

NEW MODELS  
Specially constructed for this climate  
Just Received

AT  
ANDERSON'S

WHITEAWAY'S  
GREAT

## SUMMER SALE

WILL COMMENCE ON

MONDAY, JULY 31st.

ENTIRE STOCK INCLUDED

OUR ENTIRE STOCK, valued at over \$500,000, is included in this Sale. We have ordered extensively for the coming cold season and to make room for this stock coming forward we must clear a large portion of our present stock.

## GENEROUS REDUCTIONS

in

ALL DEPARTMENTS

ELECTRIC LIFT TO FIRST FLOOR

PAY A VISIT TO THIS SALE: YOU

WILL NOT BE DISAPPOINTED.

WHITEAWAY, LAIDLAW, CO. LTD.

HONGKONG.

\$50,000 TANKS FOR THE  
ZOO.

## Finest Aquarium In Europe.

There is to be a colossal aquarium at the London Zoological Gardens.

This decision was reached at a general meeting of the society, to which Dr. Chalmers Mitchell, the secretary, outlined the scheme.

"It will be built under the 'hills' of the Mappin Terraces, and will be about 400 feet long.

It will contain a large pool in the entrance lobby for such fish as trout, a fresh-water section—150ft. by 30ft.—with 29 large tanks ranging in size from 3ft. to 6ft. long.

A salt-water section, "to be the finest sea water aquarium in Europe," having 21 tanks 3ft. to 6ft. in length and two large pools—one imitating an ideal sea-shore rock-pool and the other for such amphibious creatures as young seals—will also be built.

LIGHTED AT NIGHT.

There is also to be a tropical section with 49 tanks, and new

quarters, at the exit, for diving birds.

The aquarium is to be specially lighted, so that it may remain open in the winter evenings when the Gardens are closed, though Dr. Mitchell hinted at the possibility of the Gardens themselves being illuminated.

The estimated cost of the aquarium is £50,000, and its yearly upkeep will cost £4,500. A special charge of 6d. will be made for admittance.

## A WASTE OF GOOD FOOD.

Food that you eat and do not digest is worse than wasted. Not only will you get no benefit from it, but it will ferment and give you stomach pains. To get strength and nourishment from your food, your blood must be pure, and to make "rich red blood" there is nothing so equal as Dr. Williams' Pink Pills. A course of these pills will build up your blood and enable you to get the most from your food.

Call At  
THE  
BRUNSWICK STUDIO

for the  
LATEST DANCE RECORDS  
played by  
THE LEADING NEW YORK  
ORCHESTRAS.

BANK OF CHINA BUILDING  
1st Floor.  
Tel. No. 4935.

## APPETIZING

A healthy appetite is most desirable during the Summer months. This can be easily had by having on your table, the most delicious and appetizing

DAW, SEN & CO'S MAJOR GREY or SWEET SLICED MANGO  
CHUTNEY, BOTH AT YOUR CHOICE.

Daw, Sen's Curry Paste or Powder are also a speciality. A carminative dish, such as good Indian Curry, would do much good to the stomachs of those who drink freely of cold beverages in these hot summer days. Obtainable from all compradore shops and the Universal Providers "one priced" stores.

## JAMES STEER.

9, ICE HOUSE STREET.  
WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL  
INSTRUMENTS REPAIRED UNDER MY  
PERSONAL SUPERVISION.

TEL. 2877

TEL. 2877.

We are the SOLE representatives of  
**JOHANN FABER,**  
THE WORLD'S BEST PENCIL MAKERS.  
**HALL, LAW & CO.**

Telephone 3217.

10, Des Voeux Road, C.

## E. HING &amp; CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS AND  
HARDWARE MERCHANTS.

PHONE NO. 1110.

25, WING WOO ST.

CENTRAL.

## THE EASTERN SUPPLY CO.

General Contractors, House and Office Furnishers, Ship Upholsterers and Painters.  
Office: 24 Queen's Road. Works: Heard St. Wanchai.

Telephone 4203.

## TAI LEE CHAN

Established 1834.

METAL GOODS

and SUNDRY HARDWARE

Telephone 1992.

119, Jervois Street



## NEW ADVERTISEMENTS.

## WANTED.

WANTED.—Englishman, just arrived, would like to board with family. Terms moderate.—Apply Box No. 735 c/o "Hongkong Telegraph."

WANTED.—Pamphlet: good condition essential.—2, Broadway Terrace, Happy Valley.

## TO BE LET.

TO LET.—Kowloon, to let furnished from 1st August, convenient 3 room flat, apply Box No. 756 c/o "Hongkong Telegraph."

TO LET.—FANLING, A New Bungalow situated on Wo Hop Sek.—Apply to Tang Foo & Co.

## FOR SALE.

FOR SALE.—High-powered Seven Passenger Touring Car, perfect running condition, driven only 5,300 miles. Owner driven. For information apply Box No. 751 c/o "Hongkong Telegraph."

FOR SALE.—Steam Launch—Length 66 ft. Speed 10 Knots. First Class Condition.—Apply Box No. 741 c/o "Hongkong Telegraph."

FOR SALE.—Smart Steam Launch. Price \$7,000. Apply Box No. 749 c/o "Hongkong Telegraph."

## NOTICE OF REMOVAL.

WE have, from this day, removed our offices to 35, Wyndham Street.

R. K. MODI,  
Hongkong, 27th July 1922.

## HONGKONG LAWN TENNIS ASSOCIATION.

## PRESENTATION OF SHIELDS.

THE Shield will be presented to the winners in the "A" and "B" Divisions by Mrs. Severn on Saturday, July 29th, at the Indian Recreation Club's Ground.

Exhibition matches will be played between the Rest in each Division, commencing at 4 p.m.

JOHN C. FLETCHER,  
Hon. Secretary.  
Hongkong, July 27th, 1922.

## WAR DEPARTMENT CONTRACT.

SEALED tenders will be received at the Headquarters Offices, Victoria Barracks, Hongkong, until 12 o'clock noon, on the date stated, for the undermentioned service for the period 25th August 1922, to 31st March 1923:

Supply of Coal, Coke, Charcoal and Firewood.  
10th August 1922.

Tender Forms and any necessary information may be obtained at the above office between the hours of 10 a.m. and 1 p.m. daily.

Tenders will not be entertained unless accompanied by a deposit of \$100 as a guarantee of good faith.

The right to reject the lowest or any tender is reserved.

## NOTICE.

A New Telephone Exchange to serve the Peak Area will be opened on 29th instant. After this date calls for Peak Subscribers may be made by using the present numbers until such time as the new edition of the Telephone Directory is in circulation. The Hongkong Exchange will be known as Central Exchange dating from 29th instant. When making a call each Subscriber is kindly requested to give the name of the Exchange to which the desired number is connected.

CHINA & JAPAN TELEPHONE & ELECTRIC CO., LTD.  
HONGKONG, 27th July 1922.

## NOTICE.

Owing to the advancing cost of newspaper production, it has been decided to make an increased charge of 20 per cent. on present rates, as from April 1st, 1922, on the following descriptions of casual advertisements, namely:—  
Government Notifications.  
Municipal Notifications.  
Official Notices.  
Legal Notices.  
Company Notifications.  
Association, Club and Society Notices.

This, of course, does not affect the charges made for contract spaces held by commercial firms or for small "Want" advertisements.

## PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 28th July, 1922, commencing at 11 a.m. at their Sales Rooms, Duddell Street.

A Quantity of Valuable Office Furniture comprising:—  
Bookcase, glass cabinet, tables, card index cabinets, with drawers, ceiling lights, oscillating table fan, porcelain basin, etc. Also

1 York Safe & Lock Co.'s safe  
Terms: Cash on delivery.  
LAMMERT BROS.,  
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday the 28th, July, 1922, commencing at 2.45 p.m. at No. 5 Liberty Avenue (Ho Mun Tin)

A Quantity of Valuable Household Furniture including Canton Blackwood-ware and Oil Paintings (Full particulars from catalogue) On view from Thursday the 27th July

Terms: Cash on delivery.  
LAMMERT BROS.,  
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Saturday, the 29th, July, 1922, commencing at 11 a.m. at "Stillington" No. 4 Peak Road

A Quantity of Valuable Household Furniture (Full particulars from catalogue) Also

1 Cottage Piano by "Hopkinson" in good condition On view from Friday the 28th July.

Terms: Cash on delivery.  
LAMMERT BROS.,  
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Thursday, the 3rd, Aug., 1922, commencing at 2.45 p.m. at "Stillington" No. 4 Peak Road

A Large Quantity of Valuable Household Furniture Also

A Few Pieces of Blackwood-ware. On view from Wednesday the 2nd, August

Catalogues will be issued.  
Terms: Cash on delivery.  
LAMMERT BROS.,  
Auctioneers.

THE COWIE HARBOUR COAL COMPANY LIMITED.

SILIMPON COAL.

THE Undersigned are prepared to quote prices for best quality freshly mined SILIMPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 28 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.,  
Agents.

THE COWIE HARBOUR COAL CO. LTD.

HONGKONG, 27th July 1922.

## G. R. NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 31st day of July, 1922, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Lugard Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Area in Acres	Annual Rent	Rate of Interest
Lot No. 213	Approximate Boundary Measurements: 100 ft. by 100 ft.	1.00	100.00	10%

## NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 31st day of July, 1922, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Lugard Road in the Colony of Hongkong, for a term of 21 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Area in Acres	Annual Rent	Rate of Interest
Lot No. 214	Approximate Boundary Measurements: 100 ft. by 100 ft.	1.00	100.00	10%

## NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 31st day of July, 1922, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Pokfulam in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Area in Acres	Annual Rent	Rate of Interest
Lot No. 215	Approximate Boundary Measurements: 100 ft. by 100 ft.	1.00	100.00	10%

## NOTICE.

MR. C. W. Anderson having resigned his position in our Office, his authority to sign contracts for the Company is now at an end.

Dated the 25th day of July, 1922.  
CANADIAN PACIFIC STEAMSHIPS, LIMITED.

P. A. COX,  
General Agent.

## HONGKONG TRAMWAY COMPANY LIMITED.

(Incorporated in the United Kingdom)

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of ONE SHILLING per Share on account of the year 1922 has been declared.

The DIVIDEND will be payable on and after WEDNESDAY, the 2nd day of August, 1922, to Shareholders on the Register on TUESDAY, the 8th day of August, 1922, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 2s. 7½d. per Dollar.

By Order of the Board,  
W. E. ROBERTS,  
Secretary.

HONGKONG, 24th July 1922.

## IN THE SUPREME COURT OF HONGKONG ORIGINAL JURISDICTION.

IN THE MATTER of William Rowell Limited and  
IN THE MATTER of the Hongkong Companies Ordinance 1911-1921.

NOTICE IS HEREBY GIVEN that a Petition was on the 17th day of July 1922, presented to the Supreme Court of Hongkong by the above named Company to confirm an alteration of the said Company's objects proposed to be effected by a Special Resolution of the said Company unanimously passed at an Extraordinary General Meeting of the said Company held on the 7th day of June 1922, and subsequently unanimously confirmed at an Extraordinary General Meeting of the said Company held on the 26th day of June 1922, and which Resolution runs as follows:—

That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed by the Chairman of this meeting.

AND NOTICE IS FURTHER GIVEN that the said Petition is directed to be heard before His Honour the Chief Justice on Tuesday the 1st day of August 1922 at 10.15 a.m. o'clock in the forenoon and any person interested in the said Company whether as Creditor or otherwise desirous to oppose the making of an Order for the confirmation of the said alteration should appear at the time of hearing by himself or his Counsel for the purpose, and a copy of the said Petition will be furnished to any such person requiring the same by the undersigned, the said Company's Solicitors on payment of the regulated charge for the same.

Dated the 22nd day of July, 1922.  
DEACON LOOKER DEACON & HARSTON.

1, Des Voeux Road Central, Hongkong.  
Solicitors for the Company.

## OFFICE ACCOMMODATION Available

At  
Comnaught House  
(Late The Astor House Hotel)

OVER 50 large rooms to be let for use as offices, chambers, shops, etc., immediately at moderate rents.

Apply for full particulars, rental term, &c., to  
Messrs. HASTINGS & HASTINGS,  
Solicitors, &c.,  
Des Voeux Road Central.

## COLONIAL EXPOSITION

## A Marseilles Event.

One of the most remarkable exhibitions held to advertise the products and industries of colonial countries had its venue in Marseilles recently, when the Colonial Exposition, as it was officially termed, attracted a large concourse of businessmen and the public who were curious to get correct impressions of that section of Indo-China which had come under France's protection and to form their own judgments as regards the wonderful possibilities of this vast region, and of other French Colonies. The ex-Governor-General of Indo-China, M. Sarraut, who is now the Minister for the Colonies, and whose artistic inclinations were to be seen in the examples of Eastern architecture he introduced into the surrounding of the Exposition, filled his role with so much success that the consensus of opinion was that it was one of the most unique functions of its nature ever held. One is left to marvel how the massive structures that are to be met and admired by the tourist in Indo-China could be reproduced with such fidelity to detail as those effected to give the necessary effect to the Exposition. The stucco reproductions are by far the most elaborate features. The Palace of Angkor in which the predecessors of the present natives established their ancient royalty, being an outstanding point of interest for the visitors. The photographer has embraced the opportunity of putting these embellishments into more lasting records than stucco work, and a batch of pictures has been forwarded us by the French Consul-General.

## THE DAYS OF THE TEA CLIPPER.

## Some Reminders of the Past.

Captain Andrew Shawan, who commanded the famous tea-clipper Norman Court, has contributed a most interesting article to Sea Breeze, the Pacific Steam Navigation Company's attractive little magazine, which he has entitled "In the Stirring Days of the Tea Clippers." In an introductory note, Captain Shawan says those who knew the old ships got a little tired of hearing the Thermopylae and the Cutty Sark cracked up, and the others, equally famous in their day, if not more so, lost in oblivion. He says the fault is not with present-day writers, as it is natural that they should applaud the Cutty Sark, which is still with us, and the Thermopylae also who lived out her days.

The first part of the article will be found on Page 2 of this issue. In the course of further observations, Captain Shawan says:—  
But to show how Fortune makes mince of records, I must show how the tables were turned on the Norman Court by a little-known, though fast ship the Argonaut, of London. Her Captain was, perhaps, next to "Dick" Robinson, the hardest driver in the China Trade. This was Sandy Nicholson, who had made a name in the Red Riding Hood in the early 60's.

I may say that sail carrying was not the only point. The man who had the nerve and confidence to dash through a narrow channel, when circumstances arose to favour his doing so, often saved days over his more cautious antagonist. For instance, Nicholson gained on my humble self by an exploit of this kind. But I was only a youngster, a boy of 23, having got command by a trick of fortune, through our Captain having to leave his ship in the Channel through ill-health. I had left Foochow a day before the Argonaut, and to my great satisfaction had got down the China Sea in 32 days against the monsoon. We did well till we lost the N. E. trades in the Atlantic, when we fell in with baffling northerly winds which detained us more than a fortnight. After passing the Western Islands we met strong southerly winds, and though I knew all hope of making a quick passage was over, I carried on sail all the same. Following the example of good sailors, I usually took a nap after dinner, to be fresh to keep the deck at night, if necessary. About 1 p.m. we took in our royals and kept staggering away with a beam wind under the three topgallant sails.

When I came on deck, about 4 p.m., the mate pointed out a ship to leeward of us, saying, "I think he knows us, for when I first sighted him he was carrying nothing above his topsails, but he has just set his main top-gallant sail. Is not that the ship which lay astern of us in Foochow?" I did not recognize the Argonaut, nor did I want to; besides, I did not think Nicholson would have allowed us to pass him, which we did, till he made sail.

"THAT'S THE ARG NAUT." Anyhow, the wind kept southerly and westerly, and in a few days we were near the Channel. As a young man, with a certificate to lose, I was taking no risks. The weather was thick and I kept a mid-channel course. However, by my reckoning, I was nearly abreast of the Lizard, with the wind shifting to the northward. I thought I must not go capering up Channel without making sure of my position. I did not want to lay the ribs and trucks of the Norman Court on the French Coast, as had just happened to a fine Australian clipper, the Yatala, so I gave orders to haul her up for the English land. I must get a sight of that before going much further.

This meant bringing the ship nearly broad-side on to the sea, and she was scooping the Western Ocean over her weather rail by waspion loads. We had to shorten sail, thus reducing speed, but I was determined to be sure. However, about 3 p.m., I heard the welcome cry "Land Ho!" "Where away?" "Four points on the weather bow." Sure enough I made out the Start Point. "Put your helm up; keep her away E by S." "Get a pull on the weather braces and loose the top-gallant sails" and very soon we were staggering up Channel under all she could carry. I reckon some of the lumbering old timber-laden Quebec men, which we passed that night, looking along under their whole topsails, must have thought it was the Flying Dutchman.

BEGINNING FRIDAY, 28th. at the

## WORLD THEATRE

MARY MILES MINTER

IN

## "EYES OF THE HEARTS"

It is the story of a young girl whose great faith in life took her through the land of shadow, whose gloom only the eyes of heart can penetrate, out into the sunshine of restored sight and love. The plot is strong and intense, and proves that beauty and nobility of character, loyalty and devotion, are to be found in very humble and commonplace persons.

Let your heart lead you to see this most dramatic and most exquisite of MARY MILES MINTER'S PRODUCTIONS.  
"EYES OF THE HEARTS"

Next forenoon we got our pilot, off Dungeness, and were soon in tow for Gravesend. Poor youth! I was not aware of the disappointment in store for me. We passed Gravesend at 4 a.m. and the tide serving, kept in for the docks, but when Bill White, our waterman, came aboard, he pointed out a large black ship lying at the buoys. "Do you know her?" says he. "No!" "Why, that's Nicholson in the Argonaut." "Oh! Bless him." My heart was too full for more. However, we docked a day before him, for he was stopped through his bill of health.

Mind you, I yet did not think it was the ship that we had seen off the Western Islands, but when the Argonaut docked, and lay astern of us, next (a Sunday) morning, the steward hailed me as I passed. He was not "cocky" because they had beaten us a day, but said, "My word, you was giving it to her when we sighted you off the Islands." He let the cat out of the bag, as Nicholson would not admit he had seen us. Of course I had known Nicholson from boyhood. But all he would admit was, "And now, you have begun well my boy!" (if I had only finished so it would have been better.) However, what I wanted to point out was that Nicholson beat me through his experience and confidence.

He steered for Scilly, made the light, and so was running up Channel before a fine gale, while we for 10 hours were staggering across the Channel to make the English land. Had the wind come southerly instead of northerly, I should have been at Gravesend 12 hours before him. Such was the fortune of sea-clipper war.

You might now, perhaps, like a few words on Captains Ayling and Watt, fellow-master mariners of my own time. They were in charge of various Aberdeen White Star clippers, vessels always favourably regarded. The Ascalon and Arismore belonged to the Aberdeen White Star Line, two fast clipper ships built in Walter Hood's Yard, Aberdeen, just previous to the Thermopylae. I fancy they were about the last of the wooden clippers, and both gave good accounts of themselves in the London-Australian trade.

In 1875 Capt. Tom Ayling (in contradistinction to his brother Harry, also a master in the same line) was the senior Captain of Thomson's White Star fleet, though the Aylings were English amongst a wealth of Scottish talent. Tom was born in 1840. He loved to have a boatload of ladies, to sail round Sydney Harbour with, and as a beginner I was pleased to act as forecastle hand man. He could sing a good song, and sail a clipper ship as well. He made me laugh when describing his brother Harry's remarks on becoming mate with him in the celebrated Star of Peace away back in the "fifties."

Like all Hood's ships, she was very fast in a breeze, but also very wet. Harry Ayling had been brought up in the Blackwall Indianmen, and when the Star of Peace was coming round the Horn, for days on end, like a "half-tide" dock, his remarks on the diving-bell qualities of Aberdeen clippers were "painful and free."

He could swear for half-an-hour on end. Yet he stuck to them, and both brothers, favourites in the Sydney trade, sailed the good ships of the Aberdeen Line till steam revolutionised the trade. Captain J. Watt (Johnnie) was never in any other employ than in the same Aberdeen Line. He was also a good companion, and his tastes, just like Ayling's, were to make the best of the sea, but all in moderation. He commanded the Watt before

the Ascalon. Shortly after the photos (which I send you) were taken I left in the Norman Court for Shanghai, and a week or two later, Watt was suddenly ordered to take the Ascalon to Shanghai with a cargo of coal.

Watt, who had never been anywhere else than Melbourne or Sydney, was rather flustered about his trip through the island groups in the Pacific, but with the luck of the novice he made the best passage of that season, 35 days, Sydney to Shanghai. As we had many jolly excursions in Sydney, where I was the stranger, I had to do the honours in Shanghai, and we enjoyed ourselves immensely. But our follies there must remain untold at present. I asked him, as he was "growing" a bit over his good passage, by what route he came. He could not explain precisely, but he made for the biggest gaps through the groups of islands, as they came in his way, and the straightest road. So victory is not always to the scientists.

But, poor fellow, he was a bit nervous as to going down the China Sea, Gaspard Strait especially being feared. As I had been through them more than twenty times, out and home, I tried to assure him there was nothing really to be troubled about. Yet I felt he was troubled, and was sorry.

Strang to say—whether he had brooded too much over the matter or not—as he approached Gaspard Strait on his way home, he fell into a fever and died, shortly after passing through.

They laid his body to rest in the lonely, little island called the North Watcher, which forms a leading mark into the Straits of Sunda, for ships coming from the northward. Poor Johnnie! He was very sad to hear the news. He was full of life and fun with not a vicious streak about him. But it was over this. "Whom the gods love, die young."

## TUNG KANG NOT ALLOWED TO RESIGN.

Services Too Valuable to the Nation.

Peking, July 19.

A mandate to-day rejects Mr. Tung Kang's resignation and points out that the nation trusts Mr. Tung Kang and recognizes his energy, ability, experience and integrity. His services are at present essential and he cannot be allowed to resign.

Another mandate refers in scathing terms to the recent assault on Mr. Tung Kang as an outrage committed against the Cabinet representing the people at the Capital of China, and orders the prosecution of the offenders. The Mandate had effect in ending the strike at the Ministry of Finance.

## AMBER GLASSES.

Amber lenses have proved to be most efficient for out-door wear in the tropical sun. All irritating light rays are absorbed and the result is a restful feeling to the eye and a relief from the white glare. Amber lenses are especially recommended to those whose work takes them in the sun. Officers find them indispensable on the range, persons contemplating a sea voyage will find these glasses almost a necessity. Amber lenses of any prescription in either regular or toric forms are manufactured by The Hongkong Optical Co., successors to Clark & Co., scientific opticians, located in 35 Queen's Road Central.







You will arise refreshed, full of vigour and energy, if you make it a habit of taking

## WATSON'S Effervescent LIVER SALT.

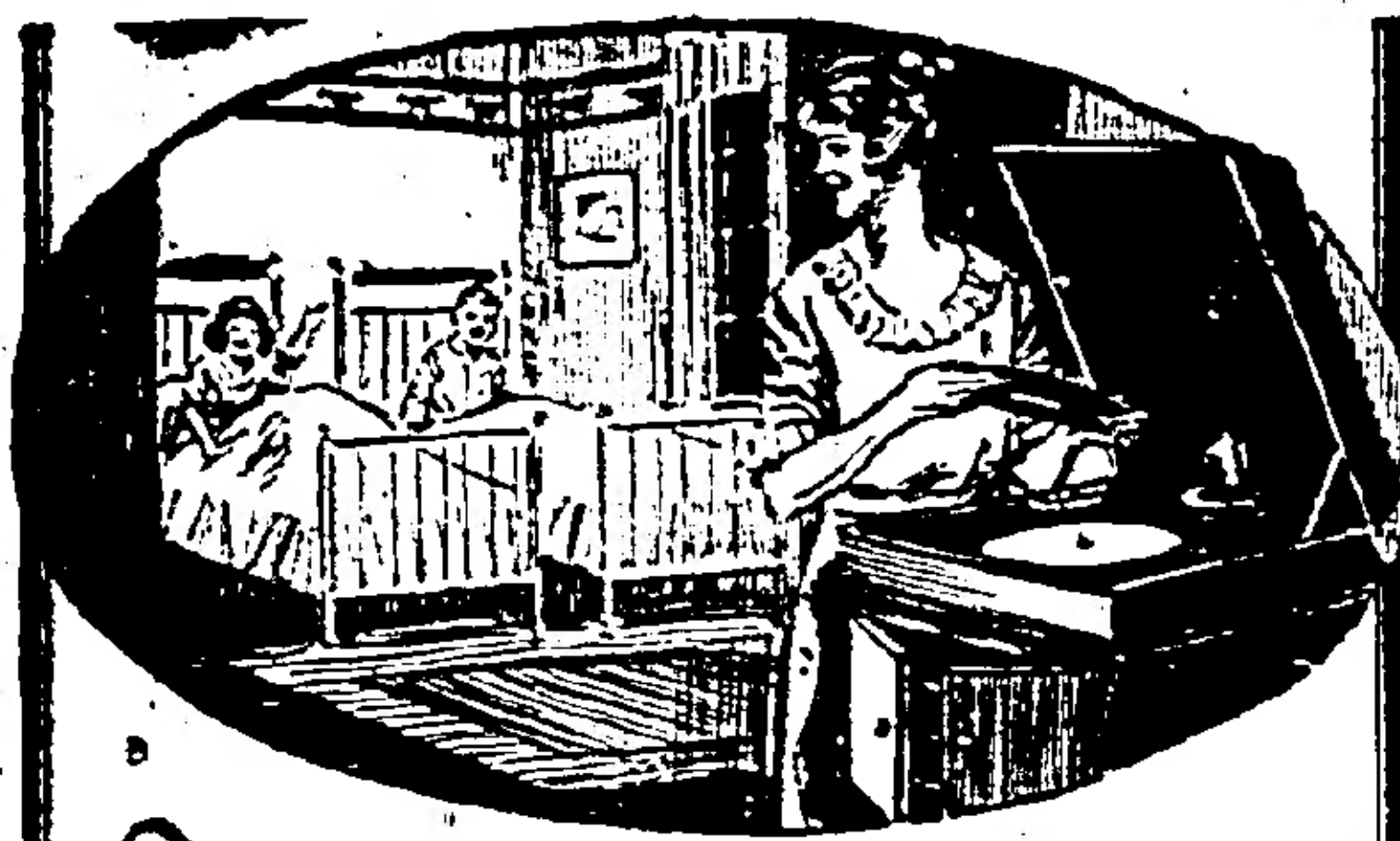
It acts gently on the liver, kidneys and bowels, and eliminates from the system all impurities. It relieves the congested condition arising from sedentary occupations, overwork, errors of diet, etc., etc.

Price \$1.40 per bottle

Sole Agents—

A. S. WATSON & Co. Ltd.

Hongkong Dispensary.  
ESTABLISHED 1911.



Their favorite Victrola Record while you tuck them in.

THEY like to hear it and it does them good. A well-chosen Victor record played on the Victrola is the perfect way of sending your children to dreamland. This is only one of the many ways in which you can take a world of happiness from the Victrola. Let us explain to you our easy terms.

S. MOUTRIE & CO., LTD.

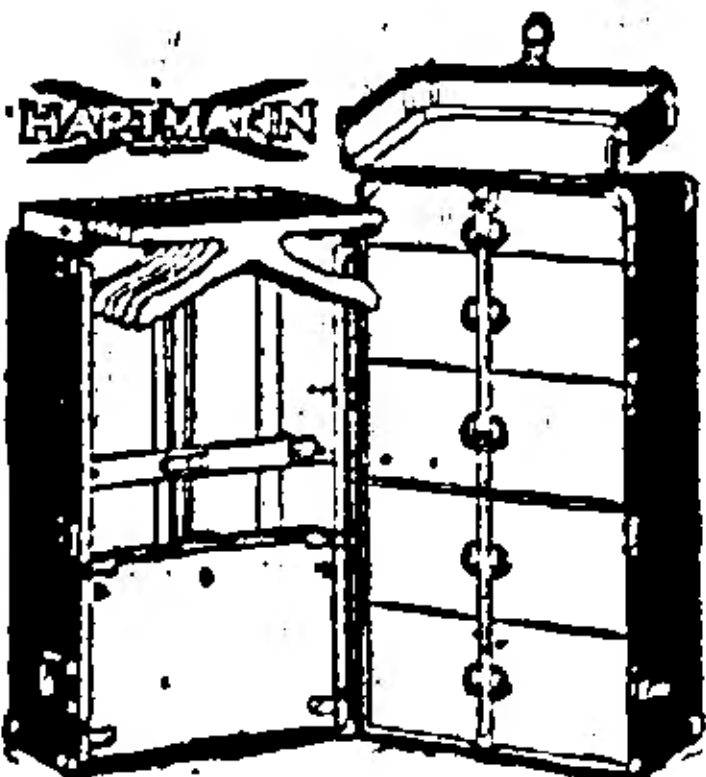
Exclusive Agents.



LANE, CRAWFORD, LTD.

## SOLE AGENTS

FOR THE SALE OF THE  
HARTMANN TRUNK IN HONGKONG.



out disturbing the rest of its contents.

We invite you to come to see our complete showing of Hartmann trunks. As one lady said—they are really a clothes closet and dresser combined. There is a place for everything and everything keeps in place during the journey. When one arrives at one's destination, there is no necessity for unpacking. Simply open up the trunk and any gown, garment, or dress accessory one wishes is immediately available without disturbing the rest of its contents.

TRAVELLING ACCESSORIES OF EVERY DESCRIPTION.

LANE, CRAWFORD, LTD.

THE CATERING DEPARTMENT

OF

## CAFE WISEMAN

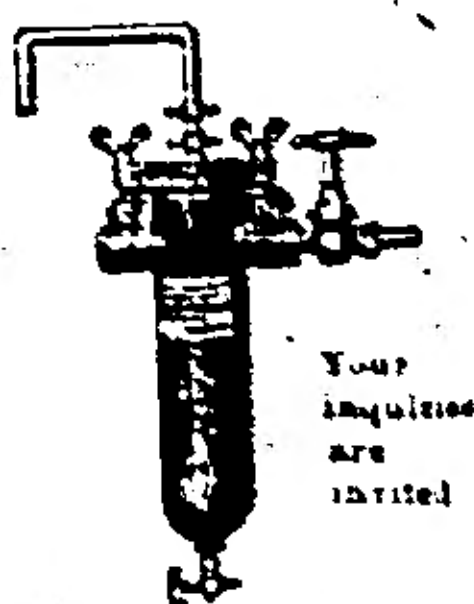
is now replete with every requisite for carrying out orders for BATHING AND MOTORING PICNICS

WEDDING RECEPTIONS, GARDEN PARTIES

LAUNCH AND YACHTING PICNICS

LANE, CRAWFORD, LTD.

## BROWNLOW FILTERS



## STERILISE WATER.

MUSTARD AND CO.

17, Connaught Road, Central.

Tel. No. 1186.

## DEATH.

**SOUTHERTON.**—At Kowloon on July 26th, Lillian Edith, aged 33½ months, the dearly beloved daughter of Mr. and Mrs. R. G. Southerton.

## The Telegraph.

HONGKONG, 27th July, 1922.

## OVERDOING IT.

Different people, different viewpoints. Speaking at a banquet in London, Baron Hayashi alluded to the German Ambassador, who was present, as "my dear friend." Lord Northcliffe, who has recently been travelling in Germany, speaks in a recent article of having a conversation with a German master builder, and remarks that at the conclusion of the talk the German offered him his hand, "but because I don't shake hands with Germans we both clicked heels and bowed." The contrast in attitude is obvious.

Now, whilst we are not going to advocate that Hongkong people should hold receptions in honour of the Germans when they return to this Colony, or that they should fall over one another in their efforts to give them a cordial welcome, we frankly cannot understand the mentality of people who decline to observe the ordinary courtesies in their dealings with our former enemies. We have no abnormal love for the Germans, but we cannot escape the thought that the German who fought in the war did exactly what each one of us would do if we had been in his place—served his country. He did not make the war; he was a victim of it. And to have out our spite or revenge on individuals is surely the height of foolishness, besides being very poor sportsmanship. In any case, for how long a period should this attitude of hostility be kept up? For ever and a day? That would be to forget, incidentally, that we were once enemies of France.

The better way is to adopt the Japanese Ambassador's viewpoint—we have a legal peace, we must now have a moral peace. Otherwise all the talk of world-wide peace becomes so much bunkum, and the British Government's desire that Germany should at once join the League of Nations must be based on hypocrisy. We prefer, however,

to believe that there is a widespread and almost universal wish for lasting peace. But that can only be assured by friendship all round. That is what we want the "hate" fanatics to realize.

## "Certainly Not!"

Bail in an armed robbery case? "Certainly not!" declares our Second Magistrate, Mr. E. W. Hamilton. And we entirely agree with him. We know nothing of the details of case which occasioned this dictum, and we therefore do not intend to comment upon it. Its being said by a judge would make it improper for us to do so, anyhow. But as a general practice, at any rate in present conditions, we gladly subscribe to the rule that no bail be granted to men charged with the grave offence of armed robbery. The freedom with which criminals take the law into their own hands these days (murders and armed attacks are reported almost every twenty-four hours) makes it incumbent on police and magistrates to co-operate in seeing that no man arrested on a charge of violence is given his liberty until the Bench has been satisfied that there is no case against him. That is a precaution which present circumstances fully warrant. Mr. Hamilton is to be congratulated on the firm stand he is taking. We want to see the rule rigorously followed in all such cases.

## Kismet!

This word, derived from the Turkish, of saying Fate, must have been on the lips of the Surrey players when they saw the course their match with Kent was taking. As we recalled the other day, a quarter of a century has passed since the Oval brigade gained a victory on Kentish soil, often as they have won home matches against the same opponents. At the same time Yorkshire were avenging themselves at Nottingham, with the result that the White Rose has gone to the head of the championship table, albeit their lead is only a decimal one. The percentages of the two leading counties now read: Yorks, 74.73; Surrey 74.66. From this it will be seen that the northerners' lead is .07 (say 1/14th) of a point. Of course, such a margin is negligible at the present stage, but it is interesting to note that more than once in late years the championship has hung upon a fraction.

The point of interest now is whether Surrey, a team of mood, will pull themselves together and still prove formidable championship "contenders," as our American friends say, or whether they will fall off into a moderate eleven. As they began the return match with the strong Lancashire side yesterday and met Kent again on Saturday, the ensuing week will provide a testing-time. With regard to Yorks, evidently Holmes, Rhodes, Roy Kilner & Co. are right back to tip-top form.

## Mr. Kang's Plight.

The general impression is that there is a continual struggle at Peking for the fruits of office, which is a euphemistic way of describing political plunder. There has been superabundant justification for that impression. So much is this the case that now an honest man (as by numerous accounts Mr. Tung Kang, the new Chinese Finance Minister, is) has come along there are no funds at all. In brief, Mr. Kang, after striving like a Trojan to judge by a series of reports—confesses himself "whacked" and wishes to throw the job up. This cannot be deemed surprising even on the part of a patriotic public man, seeing that the other day Mr. Kang was whacked in a literal sense by a mob of former (probably superfluous) Government employees whom he had dismissed in the interests of economy, and who had the assurance to invade the Minister's official quarters. Mr. Kang tendered his resignation, which so upset President Li Yuan-hung that the latter called at the Finance Minister's residence to use his persuasion. Dr. Yen, the acting Prime Minister, adding his. The President has sought to reinforce his blandishments by issuing a "Mandate" declaring that such a Minister, distinguished by his "energy, ability, experience, and integrity," cannot be spared at the present time. But, as Mr. Kang has tragically complained, even a financial wizard could not reform the country's exchequer when there is an absence of support all round.

## DAY BY DAY.

NO GOVERNMENT CAN BE LONG SECURE WITHOUT A FORMIDABLE OPPOSITION.—*Democrat's Belt.*

There were five cases of plague (one fatal) notified yesterday. All were Chinese.

The California University Glee Club left by the s.s. President Wilson yesterday.

The University of California baseball team defeated the Canton All-American team by 14-1 on Monday afternoon.

Prof. and Mrs. Danenberg are leaving to-morrow on the Empress of Canada for a holiday in Canada and United States.

The cargo-boat men's trouble is still not settled. To-day most of the boat owners have been busy moving their craft to shelter, owing to the threatened typhoon.

A shopkeeper of 30, On Tai Street reports that yesterday one of his foks absconded with \$203, which had been entrusted to him to settle an account with a firm.

A Chinese living at No. 6 Pokfulam Road reports that yesterday two of his servants absconded with \$140, which they stole from a draw in his writing-table.

A Chinese woman of No. 3 Tak Tze Lane reports that someone entered her cubicle during the night and stole a cash-box containing money and jewellery to the value of \$192. She did not discover the loss until this morning.

It is reported that Tang Shao-yi, who is being invited to become Premier, has decided not to proceed to Peking, as the concurrence of the various provincial authorities has not been obtained and the early reunification of the country is doubtful.

A meeting of members of the Chinese community held to consider the water shortage question has resulted in the drawing up of a petition which will be sent to the Government asking that the hours of supply be increased or the number of public fountains be augmented.

A 19-year-old Chinese girl was yesterday sent to the G. C. H. She had either fallen or jumped overboard from the Yumai ferry-launch *Fee Yim*. The girl was rescued by a seaman of the launch, who jumped into the water and kept her afloat until both were hauled back to the launch.

A fire broke out at 11:40 last night at No. 1 Sai On Lane, a two-storey building used as a godown by the Wing Fung Ying firm, of 30, Des Voeux Road. West dealers in hide and tallow. The Fire Brigade was called out, and after an hour the flames were mastered. The goods were insured with various firms for \$153,000.

At the Magistracy this morning, Yu Wai-tsun, manager of the Wai-tai garage belonging to Lee Hoi-kee (who has not so far been found), was charged on behalf of Mr. Jan Yik-cheuk, owner of motor-car No. 676, with having substituted old tyres for the new ones on complainant's car. The new tyres were discovered in the garage on car No. 577. Case adjourned till Saturday.

Pleading that they had to wait to get water, of which they had none on board, three boat women appeared before Comdr. Backwith at the Marine Court, this morning, charged with mooring inshore at a distance of less than a hundred yards from low water mark between the hours of 9 p.m. and 5 a.m. on July 26th. One of the women, who had previous convictions registered against her, was fined \$5, with the alternative of 7 days' imprisonment. The other two were each ordered to pay \$2, with the option of a week.

"OLD HSU" TO COME BACK. It is now reported from Tientsin that ex-President Hsu Shih-chang does not consider himself eliminated from the political arena and is beginning to consider ways and means of recovering something of his former prestige. He is said to be organizing a political party in Tientsin, taking as his ground-work the Szechuan Literary Society. The new party will advocate the political ascendancy of the "ex-president."—*Peking Evening News.*

## SANDAKAN LIGHT AND POWER CO.

### First Meeting of Shareholders.

The first meeting of shareholders of the Sandakan Light and Power Company (1922), Ltd., was held at the offices of Messrs. Shawan, Tomes and Co. this morning. Mr. R. G. Shawan presided and there were also present Messrs. Tong Hok-tung (consulting committee), A. A. Botelho (secretary), S. F. Chubb, R. Farrant, Tai Tsan-tai, W. J. Hawker, E. J. Tavara, H. H. Taylor, J. Toppin and Poon I Cho (shareholders).

The secretary having read the notice convening the meeting, The Chairman said—Gentlemen: This is the statutory meeting of shareholders held in accordance with the requirements of Ordinance No. 53 of 1911. On the table is a list showing the names, descriptions and addresses of the members of the Company, and the number of shares held by them respectively, and this list is open and accessible to any shareholder during the continuance of this meeting. The statutory report was sent out to shareholders on the 18th instant, and contains all the information required by the Ordinance. Copies of this report are in your hands, and from it you will be able to see what has been received and disbursed on capital account in the short time elapsed since the Company was authorised to commence business on the 27th April last.

Our is but a modest affair at present, but Sandakan is a growing and progressive place and we feel confident that the concession for the supply of electrical energy for light and power which has been taken over by us will in course of time prove valuable and remunerative to this Company. The former Company did a great deal of pioneer work, the benefit of which we shall reap as the demand for electricity increases and the number of our consumers becomes greater. All this is a matter of time, for our experience as General Managers with other electric light companies has taught us that a large number of our customers have to be educated up to the use of both light and power before they will relinquish their old methods. Our Agents in Sandakan, the North Borneo Trading Company Ltd., and all connected with our business there are very sanguine as to the future of the enterprise and in this regard I cannot do better than quote the following extract from a letter from our agents there which reads as follows:—

"As you are aware, Sandakan, although still in its infancy, is in course of rapid development from which we will assuredly feel the benefit a few years hence. Apart from a reclamation scheme that is in progress for the purpose of increasing building sites, there is a water supply scheme in course of construction, the pumps for which it is proposed to drive by electrical energy, and these when running at full pressure will consume approximately 500 units a day. This coupled with power to be supplied to the Sandakan Ice & Aerated Water Co. Ltd., the Shipway Company and to the North Borneo Trading Co., Ltd., will represent a very satisfactory day load and will be augmented by numerous small motors that have already been supplied to Chinese Companies. We are pleased to say that the new plant is now in course of construction and subject to no delay being experienced in the delivery of the switchboard, generator and minor parts, details of which the Resident Engineer has already advised you, its completion can be looked for early in the New Year. The sawdust furnace will be working by the end of July, by which means we anticipate reducing our consumption of coal fuel by at least 30 per cent. which represents a very appreciable amount, as will be seen by reference to our monthly reports."

The new plant to which they refer will be a great improvement to the Station and should effect a substantial reduction in the cost of the output of current and correspondingly improve our net return.

This is all, I think, I can usefully tell you at this early stage of our existence, but before I sit down, if any shareholder present desires further information on any particular point, I shall be pleased to give it to the best of my ability. There were no questions, and this concluded the business of the meeting.

## WHIST DRIVE.

### In Aid of M.C.L. Stall.

The Dockyard Recreation Club's tennis courts in the Naval Yard, presented a very pretty spectacle last night, the event being a Charity Whist Drive, given by the Ladies' Committee, for the D.R.C. stall, to help swell the funds for the bazaar in aid of the Ministering Children's League. Successful as these gatherings invariably are, the Ladies' Committee, Messdames Bickford, Budden, Lamerton, Marsh, and Budd, are to be highly congratulated on the unusual degree of excellence which characterised this assembly. The courts were tastefully decorated with flags and brilliantly illuminated, and abundant proof of the popularity of whist drives in the Colony was forthcoming by the very large gathering of players present—there were 50 tables occupied.

During the short interval for refreshments, the Committee were kept very busy supplying the needy, while the court matched, conveniently converted into a temporary bar, gave ample satisfaction to those in need of liquid refreshment.

Play was resumed at 10 o'clock and the drive was keenly contested, everyone enjoying the event.

At the conclusion of the drive, the prizes (all of which were given) were presented by Mrs. W. J. Bickford, President of the Committee, who also admirably carried out the duties of M. C. The prize-winners were:—

Ladies.—1st, Mrs. Westlake; 2nd, Mrs. Marks; 3rd, Mrs. Hollidge; highest either half, Mrs. Wimbles; lowest, Mrs. Marsh.

Gents.—1st, Mr. Ludlow; 2nd, Mr. Oswald; 3rd, Mr. Vesper; highest either half, Mr. East; lowest, Mr. Ludsley.

## FRACAS AT THE CENTRAL MARKET.

### Sanitary Coolies and Fokis Fight.

At the Magistracy this morning, before Mr. Hamilton, two beef-stall employees at the Central Market were summoned for assaulting sanitary coolies.

Mr. R.E.A. Webster appeared for the defendants, who had issued cross-summons.

An Indian sergeant stated that on Monday evening about 6.40 he was sent to the Central Market on account of rumours of impending strife. When he got there everything was quiet. A few minutes later he saw one of the sanitary coolies knocked down by a man who appeared upon the scene and disappeared from it so suddenly that he could not recognise the assailant, but when he helped the sanitary coolie to his feet the latter told him it was one of the fokis.

His Worship, remarking that there was no outside evidence as to who was responsible for the fight, bound all the parties over in personal bonds for six months.

It may be mentioned that on the same day there was something like a free fight between the sanitary coolies and the beef stall fokis—for what reason the police had been unable to discover, except that there had been much ill-feeling for some time.

## WORLD THEATRE.

### "Eyes of the Heart."

That vision is not a thing of the eyes alone, but of the heart also, is the lesson taught by "Eyes of the Heart," a beautiful drama in six parts, which will be shown at the World Theatre to-morrow and continue until Monday night. It presents Mary Miles Minter as a little blind girl who regains her sight and at first recoils from the commonplace people who had brought her up and whom she had believed handsome and noble. Clara G. Kennedy adapted the play from the story "Blindness" by Dana Burnett. In addition to this film, there is the China Gazette, which gives interesting scenes, and a comedy, "Smiling Bill Parsons."

## INCOME TAX IN MONTHLY INSTALLMENTS.

A scheme by which officials can pay their income tax in monthly instalments has been arranged by Poplar Council.



## LADY INJURED.

**Ricksha Capsized;  
Dissatisfied Coolie  
Charged.**

Before Mr. Lindell this morning a street coolie was charged at the instance of Mrs. V. S. Giles, of 12, Knutsford Terrace, with disorderly conduct, thereby capsizing a ricksha which she had entered.

At 10.30 yesterday morning Mrs. Giles, with her children, was crossing from the Hongkong to the Kowloon side and engaged the accused to attend to the luggage for 60 cents—30 cents for the ricksha and 30 cents for himself.

On reaching the Kowloon side Mrs. Giles took four rickshas. When she had got into one the defendant, grasping the ricksha, for the first time, attempted to dismount, and it is alleged, through tugging at the wheel, upset the ricksha, Mrs. Giles sustaining slight injuries to the elbow. She called an Indian constable, and the defendant was arrested. The constable did not see what occurred before the ricksha was capsized.

The foreman of the ricksha depot in Canton Road, who witnessed the incident, deposed that the defendant kept holding the ricksha and refused to let go. Defendant had hold of the wheel from the side. Witness said that defendant was not trying to upset the ricksha.

The puller of ricksha K37, the one Mrs. Giles had taken, also stated that defendant had hold of the wheel from the side. Witness, a much smaller man than the defendant, tried to pull, but defendant kept hold.

The accused denied pulling at the wheel, asserting that the ricksha was capsized through collision with another one.

His Worship adjourned the case till to-morrow morning, when it is expected that Mrs. Giles will be able to attend. Bail was fixed at \$50.

## GAOL FOR BRUTAL MASTER.

## Small Apprentice's Weals.

A young Yamati shopkeeper was charged before Mr. Lindell this morning with ill-treating his apprentice in the 4th inst. by striking him, with undue severity. The weapon—a somewhat hefty-looking cane. Apparently used ordinarily as a duster by the feathers at the end—reposed on the table in front of the Bench. It appeared that the boy had been on a number of overtimes what his employer considered suitable time. The punishment aroused the ire of the neighbours, through whom the police learned of it. Dr. Wong, Assistant Medical Officer at the Kwong Wah Hospital, deposed that he examined the boy, and found a 3-in. gash on the forehead, a wound on the head, and a number of bruises on the back.

His Worship: Do you consider the punishment was excessive? Dr. Wong: Yes. Witness added that he did not know the degree of the boy's offence.

His Worship: That doesn't matter. Do you consider the punishment was more than a parent or a master ought to inflict? Dr. Wong: Yes.

The apprentice, who looked scarcely more than a child, was brought to the front of the Court and his jacket removed, when the marks of the flagellation were found to be distinctly visible, although administered on the 24th inst.

Asked what he had to say, the accused replied that the wound on the forehead was caused by the defendant knocking his head against something.

His Worship: It's a lie! You are a brute! You mustn't treat apprentices like that. Fourteen days.

The Magistrate directed the police to communicate with the S.C.A. about the apprentice, remarking: "Obviously he cannot go back."

## ABOLISHED.

The Department of Overseas Trade notifies that, following upon the closing of the post of H. M. Trade Commissioner at Singapore, the Registrar of Imports and Exports has been appointed Honorary Trade Correspondent to the Department in the Straits Settlements. Trade inquiries should be addressed to the Registrar of Imports and Exports, Singapore.

## R. L. D. WODEHOUSE'S FINE TENNIS.

## Sound Tactical Play.

The *Singapore Free Press* of the 19th inst. contains the following comments upon the tennis play of R. L. D. Wodehouse, formerly golf champion of this Colony and an Interport cricketer:

It is no discredit to Wodehouse to say that his fine win in the lawn tennis trials on Monday against the Japanese champion, was unexpected, because, although a sound, hard-hitting player, he is better known for his cricket abilities than for his tennis. But he proved conclusively that the form against Nakamura earlier was true, and he showed what can be done where there is a determination to put aside all reputation rumours and to pay attention simply to the game in hand. In plain fact Nakamura had become a bit of a bogey to our players. He adopts a style so different from our own, and has such extraordinary agility, that people were inclined to think he was endowed with some unbeatable quality. Wodehouse deliberately set out to do his best: to explode this idea and he succeeded admirably. The main factors in his success were that he attacked continually and kept the ball going at such a pace that the Japanese player never got time for that settled shot, with an opponent in a difficult position, which has stood him in such good stead in the past. Wodehouse hustled him from the moment of the serve. He played the second service on the rise, hitting it with a good shoulder stroke that made his opponent run from the start, and thereafter he drove and volleyed with an energy that gave Nakamura time to do little else than defend.

Such a game, apart from ability, requires just that turn of luck which makes the difference, and mostly Wodehouse got this, though it is also true that throughout the match, we hardly saw him make one wild stroke, and after playing a long rest of hard drives, he would still take an overhead, or volley at a restrained pace, making sure of the point and resisting the strong tendency there always is in such cases to finish with a spectacular smash which too often goes out. Nakamura fought the game under difficulties. That is to say he found himself against a player who refused to allow him to settle to his customary play. In that sense he played below form. But he was below form because his opponent played in such a way that he could not get the ball to hit in the position from which he likes to hit it. Nevertheless he put up a great struggle and deserved the frequent applause. Today Dean and Wodehouse met and it is difficult to say who will win, though we must confess to a fancy for Dean's chances. But whoever wins there will be a tough tussle in the final if Honda gets through, for he is a more forceful player than Nakamura and will meet our representatives at their own style of play.

[Honda beat Dean in the final.]

## NEW "IMMORTALS."

## Third Vacancy not Filled.

Two new members of the Académie Française were elected last month, M. de Nolhan and M. Georges Goyau.

The third vacancy, that of the late M. Jean Aicard, was the object of a lively contest, which resulted in a deadlock. M. Anatole France, who does not often take his place in the Cupola, was present. M. Georges Clemenceau, though elected in 1918, has not yet been officially received, and therefore has not the right to vote.

M. de Nolhan, who succeeds to the fauteuil of the late M. Emile Boutroux, was curator of the Chateau de Versailles for thirty years. Lately he has been appointed curator of the Musée Jacquemart André. Most of his literary studies deal with the history of Versailles and its courtly residents—"Louis XV. et Mme. de Pompadour," "La Reine Marie Antoinette," &c. He has also written about Boucher, Fragonard, Mme. Vigée-Lebrun, and upon the Renaissance in France and Italy.

M. Georges Goyau succeeds the late M. Denys Cochin. He has devoted himself chiefly to religious questions, and is one of the most distinguished writers on Roman Catholicism.

## GERMAN SHIPS FOR FAR EAST.

## The Hugo Stinnes Line.

The first steamer a.s. Emil Kirdoff of the new German Line, the Hugo Stinnes Line from Hamburg to the Far East, will leave Hamburg in October, when the present restrictions with regard to the landing of German passengers are removed. The representative of the Company, Mr. Baartling, has arrived armed with a special permit from the British Foreign Office which enables him to land in order to make local arrangements. The a.s. Emil Kirdoff is one of six vessels which will be engaged on this route, the others being the a.s. Karl Leghien, Von Bayer, Holm, Timpitz and Dudenford. Four of these vessels are entirely new ships each of 9,000 tons. They consume oil fuel and, we are informed, are well equipped for the benefit and comfort of passengers. The Karl Leghien is the first merchant ship to leave the building yards at Kiel, which were formerly only used for the construction of war vessels. The other two steamers are of 12,000 tons each, and have been in use for two years. They have additional accommodation for freight, but their passenger accommodation is not so large as that of the vessels of smaller tonnage. The former will accommodate only about thirty-five passengers, while there is accommodation in the new vessels for seventy-five. In common with the practice of the North-German Lloyd vessels, there will be only one class accommodation.

For the present there will be one outward and one homeward steamer per month, but when conditions improve other vessels will be transferred from the Hamburg-South America Line. The ports of call on the outward voyage will be, from Hamburg, to Bremen, Rotterdam, Dover (passengers only), Antwerp, Naples, Port Said, Colombo, Penang or Belawan, Singapore, Hongkong, Manila, Shanghai and Japan. The vessels will also carry mail. With regard to rates, the freight rates will be the same as those of the other Companies engaged in the Far East service, while the passenger rates, although there is no definite information to hand at present, will be cheaper. The accommodation for passengers is up-to-date on all the steamers. Special provision has been made for tropical conditions, while the luxury arrangements include an electric laundry which will enable passengers to have their clothing washed and available in twenty-four hours.

Hugo Stinnes, the big German financier, is also the controller of the Hamburg-South America Line, and with these vessels to be engaged on the new service, he will, after a period of only two years, have ships of no less a tonnage than 235,000 in commission.

The Straits Java Trading Company, 114 Cecil Street, are the Singapore agents for the new Company.

Captain Baartling, who is the present representative of the Company, will be remembered as the Captain of the North-German Lloyd steamer Natuna, which plied between Penang and Medan. —*Singapore Free Press*, July 19.

## THE PHILIPPINES.

## Withdrawal of American Troops.

The *Manila Times* says:—The fact that the Philippine Department, United States Army, is to be Filipinized—the withdrawal of American troops is already under way—would seem to indicate that the United States is not of a mind to continue to occupy the Philippines, as it once did, by force.

The fact is in itself a rich commentary upon the American position in the Philippines. What other Colonial Government would dare to do such a thing? To have and to hold—the Philippines—is not a thing the United States seems to be worrying much about.

But irrespective of this aspect, the withdrawal of the American troops is to be regretted, perhaps even to be protested against.

Not only will it seriously affect business, especially retail business, in Manila, but it may have a serious effect upon the prestige of the United States in the Orient. For the United States is the one Western Power with anything like an Army in the Far East which is available for expeditionary purposes. Neither France, nor Holland, nor Great Britain have any troops available which could on short notice be thrown, for instance, into China or Siberia in case of an international emergency.

## DAIRY FARM NEWS.

## BUTTER

The best known Brands on the Market.

"Daisy" ... .. \$1.10 per lb.  
"Dairymaid" ... .. \$1.00 ..

## CHEESE

Edam ... .. \$3.25 per ball  
Gruyere ... .. \$1.10 per lb.  
Australian Cheddar ... .. .85 ..  
American " ... .. .85 ..  
Picnic (Own Make), ... .. .40 per jar.

THE DAIRY FARM, ICE & GOLD STORAGE CO., LTD.

## "PHILIPS"



## THE NAVY LEAGUE.

## Revising the Constitution.

Sir Cyril S. Cobb, M.P., presided last month at a special meeting of the Grand Council of the Navy League, which was held at the Central Hall Westminster. Those present included Colonel Sir Alfred Welby, Mr. Arnold White, Mr. A. A. Somerville, and Mr. Gerard Flenness.

It was explained by the chairman that the meeting had to consider the revised constitution and rules of the league. The paragraphs relating to the constitution have been altered to read as follows:—

(a) To secure as the primary object of national policy complete naval protection of British subjects and British commerce all the world over; (b) to urge this policy on all citizens of the British Empire upon the Government of the day; (c) to spread information showing the vital importance to the British Empire of maintaining such naval strength as will ensure the permanent safety of our trade and Empire and secure British prestige on every sea and in every part of the world; (d) to watch the development of the Air Force with a view to ensuring the proper co-ordination between naval and air force strengths in carrying out the aims of the league.

The Chairman said that it was proposed to start a campaign throughout the country as well as the Colonies in order to raise £100,000 as an endowment fund for the league. Referring to the reduction of certain of the Dominion navies, Sir Cyril emphasized the importance of the very closest co-operation between themselves and the Overseas Leagues in seeing that the Imperial trade routes, which would be menaced in the event of the neglect of their navies overseas, should be properly guarded. (Hear, hear). It was necessary, he added, to spread a proper understanding of the policy of league throughout the Empire.

The Duke of Sutherland was elected president of the league. Mr. Gerard Flenness moved that the opening paragraphs of the constitution of the league read as set out above.

Mr. A. A. Somerville seconded. Sir James Allen (High Commissioner for New Zealand) said he knew something of the anxieties of the people at the other end of the world both when the war broke out and during the continuance of it, especially in the early stages. You had your dangers here," said Sir James. "You might have had your food supplies cut off. We had our

troubles, because in the earlier stages of the war we never knew whether the avenues of commerce were to be completely closed, whether we were to be blockaded, or whether an attempt was to be made to land on our shores. The Navy at that time was not strong enough in the Pacific for the purposes required of it and we should look forward with terror to any such period again. Although the Peace Treaty and the Conference at Washington may have done a great deal to give us some sort of assurance, let me tell you that one cannot feel satisfied that we want to have done, unless there is some body which expresses the bulk of the people of this land and in the Dominions, which is constantly keeping watch—and that we are completely protected upon the seas, then he can never rest satisfied in the far away Dominions."

The motion was carried without dissent.

## £147,000 STAMP SALE.

Thirty thousand francs (nearly £600) for an 1859 Swedish stamp, 7,000 francs for an 1856 brick-red New South Wales stamp, 13,000 for an 1851 two-cent. Hawaii stamp, and prices ranging from 10,000 to 70,000 francs for various Central American and Japanese stamps. These were some of the prices at the fourth instalment of the sale of the collection of the late Farzari de la Ronciere, which came to an end at Paris last month. The sale yielded 500,000 francs bringing the total amount hitherto realised up to more than 7,500,000 francs (£147,000).

## LET THE HEART

## LEAD YOU DOWN

## MAIN STREET AS

## FAR AS SPRUCE

## STREET TO SEE THE

## "SUNBEAM OF THE

## SCREEN" IN "EYES

## THE HEART."

## J. T. SHAW

TEL. 692

## CLEARANCE SALE

AN ENTIRE LOT OF NEW  
GOODS WILL BE FOR SALE

— COMMENCING —

— JULY 31st —

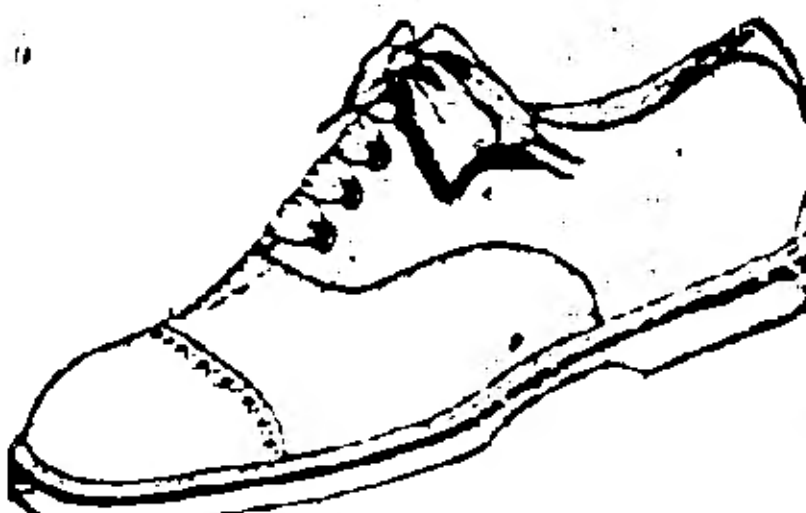
WAIT FOR BIG ANNOUNCEMENT

OF THE BIG BARGAINS  
WHICH WILL BE OFFERED.

NEXT DOOR HONGKONG HOTEL

**Powell Ltd**  
TELEPHONE 3146

"PERFECT"  
FIRST GRADE  
"PNEUMATIC" RUBBER SOLED  
TENNIS SHOE.



This is something entirely new, it is suitable for all sports, and is unrivalled for Tennis, Bowls, etc. It will not slip under any circumstances. The cost is no more than for an ordinary shoe.

New stock just unpacked in Boots and Shoes in Canvas and Buckskin.

WM. POWELL LTD. 10, ICE HOUSE STREET, SHOE SPECIALISTS

## CAPE WINES

FROM J. SEDGWICK & Co., Ltd., CAPE TOWN

Claret  
Drakenstein (Hock Style)  
Sauvignon Blanc  
Old Chateau Brandy  
Santhagen Brandy

CALDBECK, MACGREGOR & CO., LTD.

18 Queen's Road Central.

(Telephone No. 75).

A sure cure for Prickly Heat and other skin irritation caused by the hot weather.  
**OUR PRICKLY HEAT LOTION & POWDER**  
50 cents and \$1.00  
Obtainable only at

THE COLONIAL DISPENSARY

Tel. No. 1877. 14, Queen's Road, Central. Tel. No. 1877.

WHEN YOU THINK OF  
**BETTER SOUP & PUDDINGS**

THE HING WAH PASTE MFG. CO., LTD.  
(No. 47-48 Connaught Road Central, Hongkong)  
MANUFACTURERS

OF  
MACARONI, VERMICELLI, PASTE  
STARS, EGG NOODLES &c.  
RING UP—2230.

DINNER SERVICES, TEA SETS

RUGS

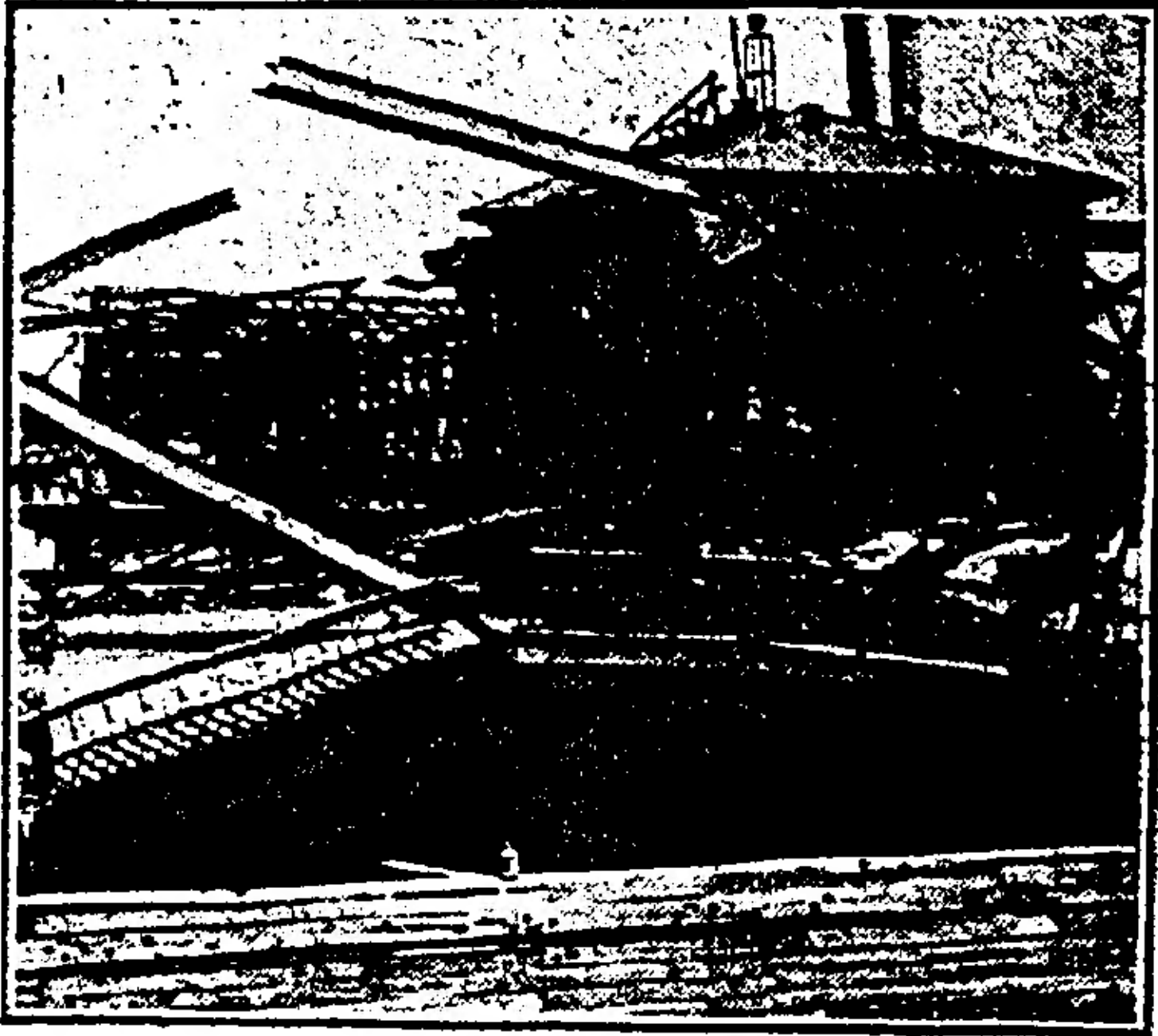
CARPETS & TABLE COVERS

HOP CHEONG

Telephone No. 454. Complete House Furnishings. 46, Queen's Road Central.



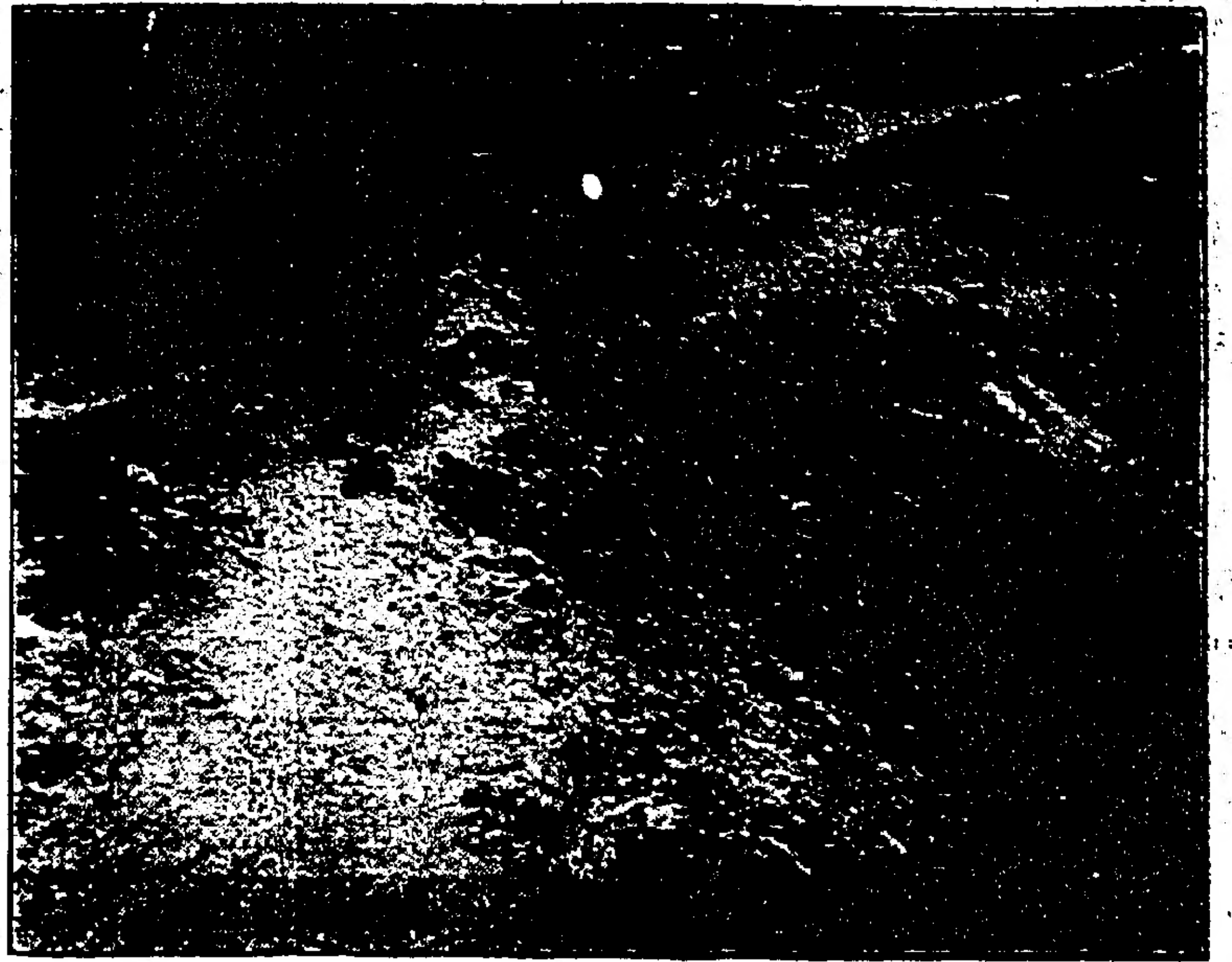
# CAMERA NEWS



This is what happened when the ocean steamer Glendauze crashed into a drawbridge over the Hackensack River between Newark and Jersey City. The span fell into the river. Five men on the bridge were rescued.



The prize crew at Wellesley college, U.S.A.



Scene on one of the dumps at the Southern Illinois Coal Company mine near Herrin, where the mine war pitched battle took place. The attackers were in the thickets at the right and on back towards a big road, while the defenders fired from the top of the ridge shown at the left.



For the first time since 1861 the U. S. President reviews military forces on the south porch of the White House. Five thousand marines pass through Washington on the way to Gettysburg, where they re-enacted that famous battle on the anniversary in July.



Miss Marie Twombly, Dartmouth College star mermaid, caught in an unusual back dive at the college sports.



Above is what was left of the demolished offices of the Southern Illinois Coal Company, at the mine. After the fighting ceased the large safe shown in the foreground, and said to have contained considerable money, was opened by dynamite and the office building burned to its foundations.



N. C. Dalton, 81, and his bride of a few days—she is 79—call at the White House. They were married in Richmond, where Dalton, a member of the old Second Mississippi Regiment, attended the Confederate reunion. The bride is proud of her bobbed hair.

## DOINGS OF THE DUFFS

## The Last Horse in the Last Race.

BY ALLMAN





## AMERICAN EXPRESS COMPANY.

**BANKING DEPARTMENT:** Current Savings and Time Deposits in Local Currency, U. S. Dollars and Pounds Sterling; Issuance of Commercial and Travelers Letters of Credit; Collection of Drafts, Bills, Notes and Deposits; Sale of Money Orders, Drafts, Cable and Mail Payments; Foreign Money Bought and Sold; Liberty Bonds Cashed; American Express Company Travellers Cheques.

**SHIPPING DEPARTMENT:** Forwarding of Import and Export Shipments, Parcels, Baggage, Bullion, and Securities; Freight and Express Consignments in large or small lots between all parts of the world; Marine Insurance; American Express Company Through Bills of Lading.

**TRAVEL DEPARTMENT:** Reliable information for planning trips, Tours or Cruises anywhere; Sale of Steamship, Railway, Sight Seeing Guide Tickets at regular tariff rates; Baggage Insurance; Hotel Reservations.

A COMPLETE WORLD-WIDE BANKING, SHIPPING AND TRAVEL SERVICE.

## SHIPPING NEWS

The following local shipping and mail intelligence has been corrected to accord today:-

Vessel	Agents	From	Moorings
Apow	W. P. S. S.	Canton	On Stevedoring
Kowloon	J. M. & Co.	Bangkok via Swatow	C 36
Amoy	O. S. K.	Kowloon via Swatow	Co's Wharf
Amoy	B. S.	Canton	B 31
Kiangsu	Y. S. S.	Bangkok via Swatow	C 19
Majorian	P. S.	Singapore	B 31
Szechuan	J. M. & Co.	Shanghai via Swatow	Co's Wharf
Loan	Y. S. S.	Shanghai via Swatow	C 17
Dezhou	N. Y. K.	Kobe via Swatow	A 25
Taiwan	B. S.	Bangkok	C 15
Loan	M. S. K.	Bangkok	Quarry Bay

Vessel	Agents	Where Bound	Departure
Lah Oona	Ad. Line	Singapore via Swatow	26th July
Proper	Fook Tai Chong	Canton	27th July
Boat M	O. S. K.	Takao via Swatow	"
Boat M	G. H. Liv.	Yokohama via Swatow	"
Kiangsu	B. S.	Singapore via Swatow	"
Majorian	B. S.	Shanghai via Swatow	"
Szechuan	B. S.	Shanghai via Swatow	"
Loan	B. S.	Kowloon via Swatow	"
Dezhou	B. S.	Canton	"
Taiwan	M. S. K.	Shanghai	"
Loan	G. M. S.	Shanghai via Swatow	"
Dezhou	J. M. & Co.	Shanghai	"
Kowloon	J. M. & Co.	Shanghai via Swatow	"

## Impending Departures.

Vessel	Agents	Destination	Sailing Date
Yueyang	J. M. Co.	Manila	28th July
Haiching	D. L. Co.	Fuzhou	28th
Hingang	J. M. Co.	Sandakan	28th
Kiangsu	J. M. Co.	Calcutta	28th
Alpine	P. S. Co.	Kobe	28th
Sado M.	N. Y. K.	Yokohama	28th
C. F. L. Co.	N. Y. K.	Amoy	28th
Taiwan M.	N. Y. K.	Amoy	28th
Hingang	J. M. Co.	Swatow	28th
Taiwan	B. S.	Australia	28th
Toba M.	N. Y. K.	Panama	28th
Szechuan	B. S.	Tientsin	28th
Loan	J. M. Co.	Kobe	28th
Dezhou	J. M. Co.	Swatow	28th
Yueyang	J. M. Co.	San Francisco	28th
Choyang	J. M. Co.	Shanghai	28th
Kiangsu	B. S.	Amoy	28th
Kiangsu	B. S.	Amoy	28th
P. Grant	Ad. Line	Manila	31st
Kiangsu	B. S.	Amoy	1st Aug.
Kiangsu	B. S.	Amoy	1st
Kiangsu	J. M. Co.	Swatow	1st
Proper	J. M. Co.	Swatow	1st
Taiwan	J. M. Co.	Japan	1st
Dezhou	N. Y. K.	Japan	2nd
Hingang	J. M. Co.	Sandakan	2nd
Mingang	J. M. Co.	Amoy	2nd
Alpine	N. Y. K.	Amoy	3rd
City of Lincoln	N. Y. K.	Amoy	3rd
Loan	P. S. Co.	Manila	3rd

## Impending Arrivals.

Vessel	Agents	From	Due Hongkong
Proper	B. S.	Cebu	28th July
Szechuan	N. Y. K.	Singapore	1st Aug.
Hingang	N. Y. K.	Kobe	3rd
Empress of Russia	C. P. S. L.	Yokohama	4th
Gregory	P. S. Co.	Calcutta	7th
Shinyo M.	N. Y. K.	Yokohama	10th
City of Lincoln	B. S.	New York	10th
Loan	B. S.	Liverpool	26th

## Consignees Diary.

Vessel	Agents	Goods	Free Storage	Claims to be Examined	Examination Date
Ankore	M. M.	Kowloon	July 27	July 27	July 27
Borneo M.	N. Y. K.	Kowloon	July 30	Aug. 3	July 30
Robert Dollar	R. D. Co.	Kowloon	July 31	Aug. 24	July 31
Manila M.	O. S. K.	Kowloon	July 31	Aug. 4	West & Sat.
President Jackson	A. L.	Kowloon	Aug. 1	Aug. 24	July 31
Africa	M. & B.	Kowloon	Aug. 1	Aug. 5	Aug. 1
Halene	R. L.	Kowloon	Aug. 1	Aug. 1	Aug. 1
Bengal	J. L. & Co.	Kowloon	Aug. 1	Aug. 15	Aug. 1

Empress of Canada leaves here for Victoria and Vancouver, B. C., via Shanghai (Wooan); Shimoda and Yokohama at 3.00 p.m. on the 28th instant (Friday).

## POST OFFICE NOTICES.

From	Per	One
Shanghai	Keelung	27th July
Shanghai	Yingchow	28th
Canada, U.S.A., Japan & Shanghai	President Grant	30th
London (Parcel Mail 20th June)	Dezhou	1st Aug.
Calcutta & Straits	Sanki M.	1st
Japan & Shanghai	Hingang	3rd

## OUTWARD MAILS.

For	Per	Date
Fort Bayard, Hingang & Haiphong	Hanoi	Fri. 28 inst. 9.30 a.m.
Philippines	Robert Dollar	Fri. 28 inst. 10 a.m.
Swatow, Amoy & Fuzhou	Haiching	Fri. 28 inst. noon
Straits & Calcutta	Kiangsu	Fri. 28 inst. 1 p.m.
Philippines	Yueyang	Fri. 28 inst. 1 p.m.
Szechuan, N. China, Japan, Canada, U.S.A., C. & S. America & Europe	Empress of Canada	Fri. 28 inst. Registration 12.15 p.m. Letters 1 p.m.

Philippines, S. Sandakan, Australia & New Zealand via Thursday Islands

Japan	Per	Date
Weihsien & Chofoo	Alpine	Fri. 28 inst. 2.30 p.m.
Shanghai & N. China	Dezhou	Sat. 29 inst. 2.30 p.m.
Japan	Kiangsu	Fri. 28 inst. 5 p.m.
Straits, Ceylon, Mauritius, L. Marques, S. Africa, India via Djambouhdi, Bagdad, Aden, Egypt & Europe via Marseilles	Loan	Sat. 29 inst. 5 p.m.

Keelung, Shanghai, N. China, Japan, Honolulu, Canada, U.S.A., C. & S. America & Europe via San Francisco	Per	Date
Borneo M.	Sat. 29 inst.	Registration 5 p.m. Letters 5 p.m.
Swatow, Amoy & Keelung	Ankore	Sat. 29 inst. 9 a.m.
Philippines	President Grant	Sat. 29 inst. 1.30 p.m.
Hingang, Fuzhou & Haiphong	Kiangsu	Mon. 31 inst. 5 p.m.
Swatow & Bangkok	Kiangsu	Tue. 1 inst. 1 p.m.
Szechuan	Hingang	Wed. 2 inst. 11 a.m.

\*Correspondence bearing vessel's name only.

## ASIA BANKING CORPORATION.

(An American Bank for trade with the Far East)  
Owned by a group of American Banks and under the control of the New York State Banking Department and the Federal Reserve Bank.

Complete banking facilities incident to foreign trade.  
Travelers Checks of the American Bankers' Association and the Guaranty Trust Company of New York, negotiable throughout the world, for sale and encashment with us.

HEAD OFFICE: New York  
BRANCH: San Francisco  
HEAD OFFICE FOR THE ORIENT: Shanghai  
BRANCHES: Canton, Hankow, Peking, Manilla, Singapore  
D. M. BIGGAN, Manager.

## THE CHINA SPECIE BANK LTD.

HEAD OFFICE: St. George's Building, Hongkong.

Chairman of Board of Directors: Mr. Wong Shiu Ham  
Chief Manager: Mr. L. S. Holum  
Asst. Manager: Mr. K. T. Wong  
Hongkong Manager: Mr. L. P. Allen

Foreign exchange and general banking business transacted.  
Current Savings, and Fixed deposits bear interest at rates 2%, 4% and 5% per annum respectively.

L. S. HOLUM, Chief Manager, Hongkong, 1st October, 1920

## NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NEDERLANDSE TRADING SOCIETY)

Established 1824.

Capital: P. 100,000,000  
Paid-up Capital: P. 10,000,000  
Reserve Fund: P. 1,000,000  
Special Reserve: P. 1,000,000

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

## BANKS.

## ASIA BANKING CORPORATION.

(An American Bank for trade with the Far East)  
Owned by a group of American Banks and under the control of the New York State Banking Department and the Federal Reserve Bank.

Complete banking facilities incident to foreign trade.  
Travelers Checks of the American Bankers' Association and the Guaranty Trust Company of New York, negotiable throughout the world, for sale and encashment with us.

HEAD OFFICE: New York  
BRANCH: San Francisco  
HEAD OFFICE FOR THE ORIENT: Shanghai  
BRANCHES: Canton, Hankow, Peking, Manilla, Singapore  
D. M. BIGGAN, Manager.

## THE CHINA SPECIE BANK LTD.

HEAD OFFICE: St. George's Building, Hongkong.

Chairman of Board of Directors: Mr. Wong Shiu Ham  
Chief Manager: Mr. L. S. Holum  
Asst. Manager: Mr. K. T. Wong  
Hongkong Manager: Mr. L. P. Allen

Foreign exchange and general banking business transacted.  
Current Savings, and Fixed deposits bear interest at rates 2%, 4% and 5% per annum respectively.

L. S. HOLUM, Chief Manager, Hongkong, 1st October, 1920

## NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NEDERLANDSE TRADING SOCIETY)

Established 1824.

Capital: P. 100,000,000  
Paid-up Capital: P. 10,000,000  
Reserve Fund: P. 1,000,000  
Special Reserve: P. 1,000,000

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Batavia, Soerabaya, Samarang, Calcutta.

Head Office: Amsterdam  
Branches at: The Hague, Rotterdam, London, Antwerp, Brussels, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore



## PACIFIC SHIPPING.



## EMPRESS OF CANADA

WILL SAIL FOR  
VANCOUVERvia SHANGHAI, KOBE and YOKOHAMA  
FRIDAY, JULY 28th,  
AT 3 O'clock P.M.THIS POSTPONEMENT WILL NOT AFFECT DATE OF  
SAILING FROM YOKOHAMA NOR DATE OF ARRIVAL  
IN VANCOUVER.

PASSENGERS MAY GO ON BOARD THURSDAY.

CANADIAN PACIFIC STEAMSHIPS LIMITED.

Reduced Fare to Europe U.S. \$620.50 First Class Throughout.  
HONGKONG TO SAN FRANCISCO.via SHANGHAI, THE ISLAND SEA, JAPAN & HONOLULU.  
"THE PATHWAY OF THE SUN."

KOREA M.	20,000	July 30	TAIYO M.	22,000	Sept. 2
SHINTO M.	22,000	Aug. 14	SIBERIA M.	20,000	Sept. 23
PERSIA M.	9,000	Aug. 29	TENYO M.	22,000	Oct. 4

Calling at Dairen and omitting Shanghai.  
Calling at Dairen.

Calling at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

via MANILA, KEELUNG, JAPAN, HONOLULU, HILO, SAN FRANCISCO  
SAN PEDRO, SALINA, CRUZ, BALBOA, CALLAO  
MULLENDU, ARICA & IQUIQUE

"HENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES"

GINYO MARU 17,500 Sept. 10th

SEIYO MARU 18,000 Oct. 9th

SEIYO MARU 18,000 Nov. 12th

For full information regarding passengers, freight and savings apply to

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 &amp; 2375

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

## STRUTHERS &amp; BARRY.

Managing Agents—United States Shipping Board.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES & SAN FRANCISCO  
FROM HONGKONG BY DIRECT ROUTE.

"Apus" ... Due Hongkong 19th Aug.

"West Ivan" ... Leaves Hongkong 21st Aug.

"Dewey" ... Due Hongkong 1st Sept.

"Dewey" ... Leaves Hongkong 3rd Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO  
WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS, THROUGH  
BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTSTO MANILA, SINGAPORE, BATAVIA,  
SAMARANG AND SOERABAYA.

"Bearpelt" ... Due Hongkong 11th Aug.

"Dewey" ... Leaves Hongkong 13th Aug.

"Dewey" ... Due Hongkong 1st Sept.

"Dewey" ... Leaves Hongkong 2nd Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.  
For full information apply to

STRUTHERS &amp; BARRY.

L. EVERETT, 1st Floor, Powell's Building,

General Agent for Phone No. 3008.

Japan-China-Philippines. G. P. BRADFORD, Res. Agent.

Indo-China-Strait &amp; Java.

## CHINA MERCHANTS S. N. CO.

Sailings Subject to Alteration

SHANGHAI—Regular Passenger, Mail and Cargo Service to  
and from Shanghai. Excellent Saloon accommodation, Electric Fans  
and Light throughout.  
Passengers are landed in Shanghai, avoiding the inconvenience  
of transshipment at Woosung.

For Freight or Passage apply to

CHINA MERCHANTS S. N. CO.

LO SHUN WAN—Manager.



(THE YAMASHITA S.S. CO. LTD.)

REGULAR FREIGHT &amp; PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG &amp; HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hoihow &amp; Pakhoi

S.S. "TAIKWA MARU" ... on or about 4th Aug.

FOR KEELUNG via Swatow &amp; Amoy

S.S. "HOZUI MARU" ... on or about 4th Aug.

For further particulars, please apply to

S. MITARAL

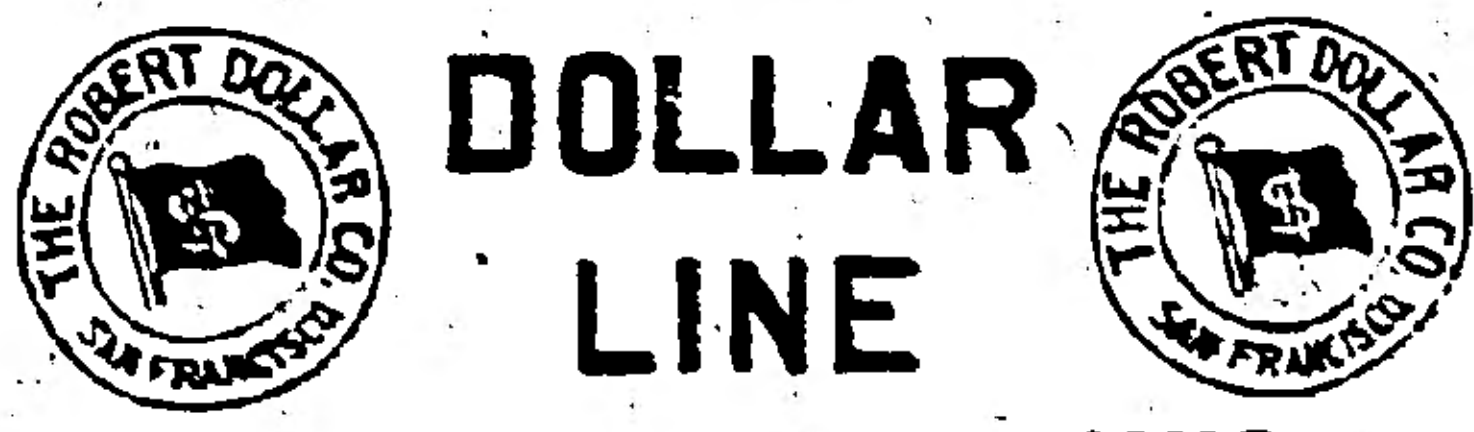
Branch Office, No. 37, Despatch Street, West.

Tel. No. 145.

Top Floor, King's Building.

Tel. No. 149.

## PACIFIC SHIPPING.



SAILINGS FROM HONGKONG.

For Baltimore via Genoa, Marseilles, Boston and New York.  
S.S. DIANA DOLLAR 22nd October.For New York via Genoa, Marseilles and Boston.  
S.S. ESTHER DOLLAR 15th Aug.For San Francisco and Vancouver.  
S.S. BESSIE DOLLAR 1st September.

For Rates and Particulars Apply to

THE ROBERT DOLLAR CO.

3rd Floor, General Post Office Building. Tel. 795 &amp; 792.

## NORDDEUTSCHER LLOYD

REGULAR

FREIGHT AND PASSENGER SERVICE

ON THE BERTH FOR—

PORT SAID, ROTTERDAM, HAMBURG, BREMEN.

S.S. HOLSTEIN 9th Aug.

For particulars Regarding Rates and Bookings Apply to

## THE ROBERT DOLLAR CO.

Tel. 795-792. Gen. P. O. Building. Third Floor.



Operating the following U.S. Shipping Board Steamers

SEATTLE &amp; VICTORIA

SERVICE—COURTESY—SPEED.

PASSENGER &amp; FREIGHT

Via Shanghai, Kobe and Yokohama.

S.S. President Jackson ... For Seattle ... July 27. Aug. 15.

S.S. President Grant ... For Seattle ... Aug. 10. Aug. 28.

S.S. President Jefferson ... For Seattle ... Aug. 24. Sept. 12.

MANILA SERVICE

S.S. President Grant ... For Manila ... July 31.

S.S. President Jefferson ... For Manila ... Aug. 14.

SAIGON, SINGAPORE SERVICE.

LAKE ONAWA

CADARETTA

Through Bills of Lading to all United States and Canadian

Overland Points; also via Panama Canal Lines to Atlantic Ports.

Passengers and Freight Particulars, apply to

THE ADMIRAL LINE

5th Floor, Union Building. PASSENGER OFFICE

Telephones 2477 &amp; 2478. Queen's Bldg. 2, Ice House

## SERVICE TO NEW YORK.

NEW YORK and/or BOSTON  
via PANAMA.

S.S. SURUGA about August 5.

For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC.  
THE ADMIRAL LINE

AGENT, 5th floor, Union Building.

Telephones 2477 &amp; 2478.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.  
(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN OVERSTRATEN"

will be despatched 8th August to SINGAPORE, PENANG

and BELAWAN DELI.

Offers excellent Saloon accommodation

All lower berths

English cuisine

Doctor carried

Wireless telegraph

1st class fare to SINGAPORE, PENANG

Agents: JAVA CHINA JAPAN LIN,

York Building,

Chester Road,

Telephone No. 1574.

## PACIFIC SHIPPING.

## CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "NILE" "GORJISTAN"

"ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S.G. \$577.07

Maximum Rate U.S.G. \$620.50

First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

Via Shanghai, Nagasaki, Yokohama &amp; Honolulu.

S.S. NANKING S.S. CHINA S.S. NILE

August 10th. September 16th. September 29th.

Java Service

HONGKONG TO AMOY, SINGAPORE AND

JAVA PORTS.

S.S. GORJISTAN S.S. ARMANESTAN

on or about August 22nd. on or about August 5th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all ports in United States &amp; Canada

Cargo accepted on Through Bills of Lading for transshipment at San

Francisco to any other billings for principal Atlantic Ports.

C. T. SURRIDGE, GENERAL AGENT

PRINCE'S BUILDING, 100 HONG KONG STREET.

Telephone, PASSENGER DEPT. TEL. PASSENGER DEPT. &amp; AGENT.

No. 1934. No. 2161.

Cable add. "CHIMAIL"

## BOSTON &amp; NEW YORK.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. &amp; China Mutual S. S. Co., Ltd.)

AMERICAN &amp; MANCHURIAN LINE

(Kilmer &amp; Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

S.S. EUMAEUS ... via Suez Canal ... 5th Aug.

S.S. TELEMACHUS ... via Suez Canal ... 15th Aug.

S.S. CITY OF BAGDAD ... via Suez Canal ... 25th Aug.

Steamers proceed via Suez Canal or Panama Canal, at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD &amp; SWIRE or THE BANK LINE, LD, HONGKONG.

(John Swire &amp; Sons, Ltd.)

HONGKONG &amp; CANTON

REISS &amp; CO. CANTON

## MESSAGERIES MARITIMES

SERVICE CONTRACTUELS.

(Mail service under contract with the French Government)

Destination Steamer &amp; Displacement sailing Dates

Shanghai, Kobe, CORDILLE, 14,000 On or about 4th Aug.

&amp; Yokohama, AMAZONE, 11,000 On or about 10th Aug.

Yokohama, ANGOLO, 10,000 On or about 15th Sept.

Steamers proceed via Suez Canal or Panama Canal, at Owners' option.

Subject to change without notice.

For freight and particulars apply to

COMMERCIAL LINE.

COMMISSAIRE PIERRE LECOQ about 28th July.

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKIRK,

&amp; ANTWERP (on application).

For further particulars, etc. apply to

CONSIGNATION—TRANSIT—

REPRESENTATION.

Telephone No. 740.

A. JOBARD,

Acting Agent.

Queen's Building.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

June 12.

## COMMERCIAL NEWS.

NEW IMPORT DUTIES ON CAR-

GOS TO DENMARK.

Duty is now calculated accord-

ing to invoice value. Duplicate

must accompany the shipments

as well as the prepaid freight and

insurance premium. Further-

more, the sender must, on the foot

of the invoice, solemnly declare

that the value stated in the in-

voice on the goods shipped is cor-

rect and true, and the importer

or forwarding agents in Denmark

have to countersign such invoices

before the goods can be entered

through Customs, and that the

invoice would not be legalised by

the Danish Consulate. The

duplicates of the invoices remain

on the file in the Customs House.

SHANGHAI COAL MARKET.

Messrs. J. C. Wheelock &amp; Co.,

Shanghai, in their circular of 15th

July, state:—Japan Coal.—

There is little to add to our re-

marks of a fortnight ago as this

market has been very quiet in

the interval and there is little or

no enquiry from native dealers.

The coal-market in Japan con-

tinues firm, stocks at shipping

ports are setting low and there is

very little surplus stock for sale.

—Fushun Coal.—A good deal of

new business has been done in

this staple since the stoppage of

coal from Chinwangtao, both on

the spot and for export.—Fu-

chung Anthracite.—Following a

period of briskness this mar-

ket has been quiet since last writing

but there is still some enquiry

for export.—Kaiping Coal.—

Only one small cargo has been

received, the vessel loading at

Taku Bar. So far no coal has left

Chinwangtao, but the political

situation is reported to be easier,

and it is hoped that the trans-

portation of coal will be resumed

in the near future.

A. E. U. BALLOT ANALYSED.

It was claimed in a well-

informed quarter yesterday that

the ballot of the A. E. U. on the

employers' lock-out settlement

proposals was probably the

largest in the records of engineer-

ing trade unionism. The per-

centage of voters in the ballot on

the amalgamation proposals was

certainly higher, but that was a



Shipping to Europe, Australia, and other Ports.

**P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.**

(COMPANIES INCORPORATED IN ENGLAND)

TO  
 STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,  
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA,  
 INCLUDING NEW ZEALAND & QUEENSLAND PORTS,  
 RED SEA, EGYPT, EUROPE, ETC.  
 PENINSULAR & ORIENTAL FORTNIGHTLY  
 DIRECT ROYAL MAIL STEAMERS  
 (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
KASHGAR	9,000	30 July 4 p.m.	Sta. Aden, P.S., M'les, L'don
SARDINIA	6,534	18th Aug.	M'les, London & Antwerp
SICILIA	6,702	18th Aug.	S'pore, Pang, C'bo & B'bay
JEYPORE	6,530	29th Aug.	S'pore, Pang C'bo & B'bay
DEVANHA	8,092	30th Aug.	M'les, London & Antwerp
NOVARA	6,830	13th Sept.	M'les, London & Antwerp
MACEDONIA	11,000	27th Sept.	B'bay, M'les, L'don, Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
JAPAN	6,632	3rd Aug.	C'ia via S'pore & Penang.

ST. ALBANS 4,000 3rd Aug. { Manila, Thurs. Island,  
 Townsville, Brisbane,  
 Sydney and Melbourne.

SAILINGS TO SHANGHAI &amp; JAPAN.

S.S.	Tons	From Hong-kong (about)	Destination
ALIPORE	5,273	25 July 4 p.m.	Kobe.
DEVANHA	8,092	1st Aug.	Shanghai & Japan.
SICILIA	6,702	3rd Aug.	Shanghai only.
EASTERN	6,830	5th Aug.	Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.  
 WIRELESS ON ALL STEAMERS.  
 Parcels measuring not more than 24 in. x 18 in. x 12 in. will be received at the Company's Office up to noon on the day previous to sailing.  
 Cargo only.  
 For Passage Rates, Handbooks, Freight, etc., apply to  
**MACKINNON, MACKENZIE & CO.**  
 22, Des Voeux Road Central.

**CLEN AND SHIRE.**

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA &amp; JAPAN Service.

OUTWARDS.

Vessel.	Due Hongkong.
S.S. "PEMBROKESHIRE"	27th July.
S.S. "GLENADE"	15th August.
S.S. "GLENARIFFE"	30th August.

HOMEWARDS.

Vessel.	Leaves Hongkong.	Discharges.
S.S. GLENBEG	4th Aug.	L'DON, F'DAM, A'WERP, H'BURG.
S.S. GLENSHANE	28th Aug.	G'OA, L'DON, A'WERP, F'DAM, H'BURG.
S.S. GLENLUCE	2nd Sept.	G'OA, L'DON, A'WERP, F'DAM, H'BURG.

Movements are subject to change without notice.  
 For freight or further particulars please apply to—

**JARDINE, MATHESON & CO., LTD.**

AGENTS THE GLEN LINE, LTD.

Telephone No. 215, sub-23 and 3696

**JAVA-CHINA-JAPAN LIJN.**

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjibodas	Java	28th July	1st Aug.	Batavia, B'via
Tjilatjap	Java	2nd Aug.	7th Aug.	Soerabaya
Tjimanok	Java	9th Aug.	13th Aug.	Amoy, S'hai D.
Tjisondari	N. China	9th Aug.	11th Aug.	Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

**N. Y. K.**

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports.  
 Through Bills of Lading issued to all Overland Common Points in U.S.A. & Canada.  
 KAGA MARU (Calling Keelung) Friday, 18th Aug. at 11 a.m.  
 IYO MARU (Nagasaki direct) Sat. 16th Sept. at 11 a.m.  
 MARSEILLES, LONDON & ANTWERP via Singapore, etc.  
 HARUNA MARU Friday, 4th Aug. at 11 a.m.  
 KAWO MARU Friday, 18th Aug. at 11 a.m.  
 HAMBURG via LONDON, ROTTERDAM.  
 TSUYAMA MARU Friday, 28th July.  
 LIVERPOOL via MARSEILLES and Valencia.  
 SADO MARU Friday, 28th July.  
 SYDNEY & MELBOURNE via Manila, etc.  
 AKI MARU Tuesday, 15th Aug. at 11 a.m.  
 TANGO MARU Tuesday, 19th Sept. at 11 a.m.  
 NEW YORK via PANAMA.  
 TOBA MARU Saturday, 29th July.  
 NEW YORK via Suez.  
 RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.  
 BOMBAY via Singapore, Penang & Colombo.  
 CALCUTTA via Singapore, Penang & Rangoon.  
 MALACCA MARU Sunday, 6th Aug.  
 NAGASAKI, KOBE & YOKOHAMA.  
 TANGO MARU Friday, 18th Aug. at 11 a.m.  
 SHANGHAI, KOBE & YOKOHAMA.  
 AKITA MARU Wednesday, 2nd August.  
 TSUYAMA MARU Thursday, 3rd Aug. at 11 a.m.

For further information apply to— **NIPPON YUSEN KAISHA.**  
 Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

**DODWELL & CO., LTD.**

REGULAR SAILINGS TO NEW YORK &amp; BOSTON FOR NEW YORK &amp; BOSTON.

S.S. "EGREMONT CASTLE" Sailing on or about 8th Aug.  
 S.S. "DACE CASTLE" Sailing middle of September.

**LYDD TRIESTINO.**

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

Fiume having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "TRACIA" Sailing on or about 10th August.  
 For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRACIA" Sailing on or about 29th August.  
 Passengers' Luggage can be insured at the office of the Agents.

**NATAL LINE OF STEAMERS.**

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

S.S. "UMONA" Sailing 30th August.  
 Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LTD.**

Telephone 1030.

Agents.

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES &amp; AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
TAIYUAN	in port	28th July at 4 p.m.
CHANGSHA	5th Aug.	10th Aug.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

**Butterfield & Swire.**

(JOHN SWIRE &amp; SONS, LTD.)

Telephone No. 36.

Agents.

**"ELLERMAN" LINE.**

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

FREIGHT &amp; PASSENGER SERVICE

HOMEWARDS.

City of Cambridge 3rd Aug. Havre, London, Antwerp & Hamburg.  
 City of Manchester 26th Aug. Marseilles, L'don, Antwerp & H'burg.  
 Subject to change without notice.

For particulars of freight and passage rates apply to—

**THE BANK LINE, LTD.**

or to REISS &amp; Co. Canton

General Agents.

**SIAMESE STEAMSHIP COMPANY.**

Sailings from Hongkong:—

For Steamers. To Sail.

For further particulars apply to—

**BUTTERFIELD & SWIRE,**

(JOHN SWIRE &amp; SONS, LTD.)

Agents.

Tel. 36

COASTAL SHIPPING.

**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing	
TTAO via S'hai & S'hai Hopsang	Fri.	28th July at noon	
STRAITS & Calcutta	Kutsang	Fri.	28th July at 3 p.m.
MANILA	Yuensang	Fri.	28th July at 3 p.m.
TTAO via S'hai & S'hai Choyang	Sun.	30th July at d'light	
KOBE	Lalsang	Sun.	30th July at d'light
BANGKOK via Swatow Kwalsang	Tues.	1st Aug. at noon.	
HAIPHONG via Hoibow Mingsang	Wed.	2nd Aug. at d'light.	
SANDAKAN	Hinsang	Wed.	2nd Aug. at noon.
TIENTSIN	Chipshang	Wed.	2nd Aug. at noon.
TTAO via S'hai & S'hai Kwongang	Fri.	4th Aug. at noon.	
KOBE	Namsang	Sat.	5th Aug. at noon.
SHANGHAI via Swatow Tungshing	Sun.	6th Aug. at noon.	
STRAITS & Calcutta	Lalsang	Sat.	19th Aug. at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returnings from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE: Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passenger and cargo, calling at Hoibow where inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, S.S. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kuantan, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

For Freight or Passage apply to—

**JARDINE MATHESON & CO., LTD.**

Telephone No. 215.

General Managers.

**C. N. C.**

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamers.	To Sail.
W'WEI, CHEFOO & TTSIN Muichow	29th July at	4 p.m.
SHANGHAI & TSINGTAO, Szechuen	29th July at	4 p.m.
H'HOW, P'HOI & H'PHONG Kailong	1st Aug. at	d'light.
SWATOW & BANGKOK, Kiangsu	1st Aug. at	2 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation, midships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

**BUTTERFIELD & SWIRE,**

(JOHN SWIRE &amp; SONS, LTD.)

AGENTS.

Telephone No. 36.

Cargo and baggage can be insured at the above office.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haiching	J. S. Thomson	FRI. 28th July at 1 p.m.
Haikong	W. C. Parmore	FRI. 4th Aug. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

**Douglas Lapraik & Co.,**

General Managers.

**NANYO YUSEN KAISHA.**

The South Sea Mail S.S. Co., Ltd.)

REGULAR FORTNIGHTLY SERVICE

between

JAPAN, HONGKONG &amp; JAVA.

For Batavia, Samarang &amp; Sourabaya.

S.S. BORNEO MARU Sailing on or about 27th July.

For Moji, Kobe &amp; Yokohama.

S.S. SAMARANG MARU Sailing on or about 22nd Aug.

For further particulars please apply to—

**K. SUZUKI,**

Manager.

Tel. No. 2206.

Second Floor, Prince's Building.

SHIPPING NEWS.

AID TO NAVIGATION.  
 Signor Marconi has announced the invention of a wireless search light by which wireless waves, reflected like light waves, may be sent in any single direction in a beam instead of being scattered in all directions. Signor Marconi said that, in his opinion, the invention would be a great aid to navigation as, with a revolving reflector, it would constitute a wireless lighthouse, capable of flashing guiding beams nearly 100 miles.

U.S. TWELVE-HOUR DAY AT SEA.

President Harding has been petitioned to take steps to abolish the twelve-hour day at sea. Mr. Andrew Furuseth, president of the International Seamen's Union, declared that the seamen were overjoyed to learn that he had urged the steel industry to do away with the twelve-hour day and now hoped that the hour would extend this appeal to the merchantmen. "The American Steamship Owners' Association and the Shipping Board took away from the seamen the eight-hour day at sea and the nine-hour day in harbour," Mr. Furuseth wrote the President. "In doing so they drove from the sea nearly all worth-while native Americans that had come to sea. The eighty-four hour week might be stopped by you speaking in the same way to the Shipping Board and the American Steamship Owners' Association that you spoke to the steel manufacturers."

SHIPPING BOARD LINES' VOYAGE SEATTLE TO YOKOHAMA.

Shipping board vessels are snapping right into it in shortening the distance between the Orient and the United States. The President Jackson, Admiral Line, which arrived in Manila yesterday, has just completed a run of 10 days, four hours and two minutes from Seattle to Yokohama, cutting down its run to the east by two hours, made on its last trip when Marshal Joffre was aboard. The Jackson now holds the record for shipping board vessels for the best east and west steaming time between Yokohama and the Pacific coast of the United States. A speed of 17.3 knots was maintained most of the voyage across. Time between Shanghai and Hongkong was also reduced three hours by the Jackson on this trip. The original passenger list out of Seattle presented the officers of the vessel a strong testimonial, commending the service, the clean lines, the chow and the general conduct of the ship. The steamer passengers also testified in behalf of the good treatment they received. *Manila Bulletin*, July 17.

U.S. INTERCOASTAL TRADE.

The American Steamship Owners' Association, through its executive committee, has prepared for presentation to the United States Shipping Board a formal protest against continued operation of Government-owned tonnage in the intercoastal trade. This has been made known at New York through Mr. Winthrop L. Marvin, vice-president and general manager of the association, who stated that it was the opinion of the owners' executive committee that Government competition was not only unnecessary, but unwarranted. This trade, he added, is reserved by law to U.S. flag ships, and moreover the U.S. steamship companies engaged in that trade are in active competition for business and are maintaining regular and adequate sailings, with large cargo vessels of efficient types. The trade, Mr. Marvin asserted, is, if anything, over-negated by the private lines, and these lines are among the oldest and best established of the United States' shipping industry. It was these lines, he added, which were among the first called upon when the war demanded ships. They not only gave up their tonnage promptly and willingly, but it was from the organizations of the companies that many of the men who handled the emergency shipping problems were recruited. Details of the protest which has been prepared by the steamship owners has not yet been made public. It is understood, however, that it will go into the details of the situation thoroughly as to tonnage business available, and how it is handled. The Shipping Board's steamers now operated in the Panama Canal route will, it will be suggested, be of better service to the country if placed in a trade where there is foreign competition. At present, it was added, more than 20,000 U.S. companies are interested in the intercoastal trade, and are keen in their endeavors to serve the business between the two coasts.



## NOTICE.

**"CAPSTAN"**  
VIRGINIA  
CIGARETTES

SELECTED & BLENDED BY  
EXPERTS FROM THE FINEST  
VIRGINIA LEAF

Smokers of  
"CAPSTAN" CIGARETTES  
are always sure of a cool and  
pleasant smoke with an  
excellent flavour

The CIGARETTE for  
the CONNOISSEUR

OBTAINABLE FROM ALL HIGH-CLASS  
TOBACCONISTS

Packets of 10      Tins of 50



This advertisement is issued by British-American Tobacco Co., (China) Ltd.

## PASSENGERS DEPARTED.

Per s.s. PRESIDENT WILSON.—Mr. E. Armstrong, Mr. W. Beato, Mr. T. Bill, Mr. L. Bill, Mr. G. Bowen, Mr. J. Bush, Mr. Chao Wing Chi, Miss G. M. Choisy, Mr. Chan Man Chue, Mr. Cheong Chuek Shue, Mr. Chung Lei, Mr. A. B. Carter, Mr. J. Cole, Mr. A. Cornell, Mr. A. R. Davidson, Mr. C. Diddle, Mr. Armand Erp, Mr. C. Edmondson, Mr. H. S. Girvin, Mr. E. Graff, Rev. W. H. Hanna, Mrs. W. H. Hanna, Mr. Oordon Hanna, Mr. W. H. Hanna Jr., Miss E. Hanna, Miss M. Hanna, Mr. G. L. Hall, Mr. A. Heiberg, Mr. C. H. Kettnering, Mrs. C. H. Kettnering, Mr. Kwong Hok Yu, Mr. S. W. Knowler, Mr. J. A. Kintz, Mr. M. Lauritsen, Mr. Lau Lu Shue, Mr. Lee Man Wah, Mr. Lew Wah Seng, Mr. C. B. Morse, Sister Mary Michael, Mr. Mu Hei Foo, Mr. S. Mitchell, Mr. G. B. Mac Mahon, Mr. H. S. McHenry, Rev. R. W. Post, Mrs. R. W. Post, Mr. E. Reid, Mrs. C. O. Scott, Mrs. D. Simpson, Rev. J. A. Staunton, Mrs. J. A. Staunton, Mr. Paul St. Sure, Mr. Tsui Tit Shan, Mr. G. L. Taylor, Mr. W. Turner, Mr. H. Weckback, Mr. Wong Ter Sub, Mr. Bert Walcott, Mr. H. Woolkey, Mr. E. R. Wright, Mr. S. F. Ward, Mrs. J. K. Pickering, Master M. Pickering, Mr. J. M. Dick, Mrs. J. M. Dick, Mr. G. Gray, Miss Priscilla Dyer, Mr. E. R. Embree, Miss Leona Jarret, Miss Allene Jarrett, Master M. Simpson, Miss Meyle Welch, Miss Elsie Wreden, Mr. H. S. Houghton, Mr. R. M. Beville, Mr. Cheung Yuen Sing, Mrs. E. S. Chang, Capt. A. Cornhill, Mr. A. P. Dane, Mr. A. J. Francis, Miss E. Hutchinson, Miss J. Hutchinson, Mr. R. M. Moore, Mr. E. S. Richards, Mr. Yao Ching Ho, Mr. Eng. Ho, Tong, Mrs. Eng. Ho, Tong.

## EXCHANGE.

Exchange Rate: Chinese Gold  
on Page 11.

## SELLING.

27  
Demand 27.1/16  
20 d/s  
4 m/s 27 3/4  
T/T Shanghai Nom.  
T/T Singapore 111  
T/T Japan 120  
T/T India 193 1/2  
Demand, India  
T/T San Francisco 57 1/4  
& New York  
T/T Java 150  
T/T Marks Nom.  
T/T France 6.95  
Demand, Paris

## BUYING.

1 m/s L/C 27 3/4  
1 m/s D/P 28 3/4  
5 m/s L/C 28  
30 d/s Sydney and Melbourne 27 3/4  
30 d/s San Francisco & New York 59  
4 m/s Marks Nom.  
1 m/s France 7.30  
5 m/s France 7.40  
Demand, Germany  
Demand, New York 57 3/4  
T/T Bombay 193 1/2  
Demand, Bombay 193 1/2  
T/T Calcutta 193 1/4  
Demand, Calcutta 120  
30 Yokohama 116  
Demand, Manila 111  
Demand, Singapore 111  
Demand, Batavia 160  
Demand, Haiphong Nom.  
On Saigon 80 3/4  
On Bangkok 80 3/4  
Gold leaf per Tael  
35 1/2  
35 1/2  
Bank of England rates 3 1/2  
New York/London 4.45

## SUBSIDIARY COINS.

H'kong 50 ct. piece par  
10 " 3/52 dis.  
3 " 20% dis.  
Ganton sub. coins  
Hongkong, July 27, 1922.

## WEATHER REPORT.

July 27d 6h. 25c.—Warning to Hongkong. Coast Ports, &c.—Depression or typhoon of unknown intensity within 120 miles of Lat. 16° N. Long. 116° E. direction unknown.

July 27d. 6h. 05m.—Local signal No. 1 hoisted.  
July 27d. 11h. 38m.—Pressure has decreased considerably at Vladivostok and slightly at Hongkong and Tournai. It is nearly stationary over the Philippines.

A typhoon has formed to the east of the Philippines. Its direction of motion is at present unknown.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day. 0.05 inch. Total since January 1st 34.52 inches, against an average of 49.75 inches.

## FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District Forecast.  
1 Formosa Channel N.E. winds, Hongkong to freshening.  
Gap Rock N.E. winds, possibly increasing to a gale.  
3 South coast of China between H.K. & Lamocks. fine at first, but rain later.  
4 South coast of China between H.K. & Hainan.

T. F. CLAXTON, Director.  
H.K. Observatory, July 27, 1922

## VETERAN BRITISH RESIDENT IN JAPAN.

Dr. Edwin Wheeler of Japan celebrated his 60th birthday this month. He came to Japan 52 years ago, and has never returned to his native country, Ireland. He continues to practise medicine and visit his patients in the General Hospital every day.

## HOTELS.

## LEADING FAR EASTERN HOTELS.

HONGKONG:  
Hongkong Hotel, Peak Hotel, Repulse Bay Hotel.  
SHANGHAI:  
Astor House Hotel, Palace Hotel, Grand Hotel Kalue.  
PEKING:  
Grand Hotel des Wagon Lits.  
The Hongkong Hotel Co., Ltd.  
In conjunction with  
The Shanghai Hotels, Ltd.  
and  
The Grand Hotel des Wagons Ltd.

## KING EDWARD HOTEL.

CENTRAL LOCATION.  
ELECTRIC LIFTS AND LIGHTING.  
TELEPHONE ON EACH FLOOR.  
HOTEL LAUNCH MEETS ALL STEAMERS.  
Tel. 373. Telegraphic Address: "VICTORIA" J. WITCHELL, Manager.

## THE EUROPE HOTEL.

SINGAPORE.  
DANCING AFTER DINNER EVERY MONDAY, WEDNESDAY and SATURDAY. TEA DANCES TUESDAYS and THURSDAYS.  
The Hotel Orchestra under the Direction of Mr. F. R. Martens.  
Telephones in every Room.  
Telegraphic Address: "EUROPE, SINGAPORE" Telephone No. 2740 (9 lines). THE EUROPE HOTEL, LTD. ARTHUR E. ODELL, Manager.

KINGSLERE HOTEL MID-LEVEL  
KNUTSFORD HOTEL KOWLOON  
SACHSE LENNOX & Co., General Agents  
Are resident Managers.

## PALACE HOTEL, KOWLOON.

Tel. No. 83. Tel. Add. "Palace."  
Two minutes from Ferry and Railway Station. Five minutes by Ferry from Hongkong. A first class Hotel in every respect and under English management. Caring under personal supervision of the Proprietor. Lounge, Bar and Billiard Room. Teas Mode rate.  
Special arrangements for families on application to J. H. OXBERRY, Proprietor.

**Asahi Super Beer**  
DAI NIPPON BREWERY COMPANY  
LIMITED, TOKYO, JAPAN

SOLE AGENT,  
MITSUI BUSSAN KAISHA, LTD.,  
HONGKONG.



## RIVER LEVELS.

As a guide to shipmasters and others interested in the water levels of the river we have been requested by the Board of Conservancy Works of Kwangtung to publish the following table of water levels. The levels are taken at 10 a.m. each day.

Place of Observation	Highest W. L. ever recorded	Lowest W. L. ever recorded	1922	
			July 25	July 26
Wuchow, West River	+19.50	-2.42	23.0	—
Kongmoon, "	+14.70	-0.80	3.0	5.9
Linkonghow, North "	+37.00	0	5.8	5.7
Samsui, "	+27.25	-5.00	10.2	8.9
Shikung, East "	+15.15	-0.98	2.6	2.4

## METEOROLOGICAL.

Previous Day on date on date  
Barometer 29.64 29.59 29.58  
Temperature 87 83 82  
Humidity 66 75 84  
Wind Direction ESE E ESE  
Wind Force 3 3 5  
Weather b o or  
Rain 0.00 0.00 0.19  
Highest open air Temperature on the 26th 85  
Lowest open air Temperature on the 27th 81  
T. F. CLAXTON, Director.  
H.K. Observatory, July 27.

## TIDE TABLE.

27th. July, to 2nd. Aug. 1922.

Time	High Water	Low Water	Time	High Water	Low Water
	Mean Time	Mean Time		Mean Time	Mean Time
July 27	10 54	7 5	July 28	10 54	7 5
July 28	11 10	6 45	July 29	11 10	6 45
July 29	11 25	6 30	July 30	11 25	6 30
July 30	11 40	6 15	Aug 1	11 40	6 15
Aug 1	11 55	6 00	Aug 2	11 55	6 00
Aug 2	12 10	5 45	Aug 3	12 10	5 45
Aug 3	12 25	5 30	Aug 4	12 25	5 30
Aug 4	12 40	5 15	Aug 5	12 40	5 15
Aug 5	12 55	5 00	Aug 6	12 55	5 00
Aug 6	1 10	4 45	Aug 7	1 10	4 45

m. morning a. afternoon

## ENTERTAINMENTS.

## THE CORONET

At 2.30, 5.15, 7.15 & 9.15

## EVERY WOMAN

## KOWLOON THEATRE

TO NIGHT at 9.15  
A ROMANCE OF HAPPY VALLEY

**WORLD THEATRE**  
PHONE 1337



Hongkong's Most Modern & Coolest Picture Palace.

TO-DAY at 5.15 and 9.15 p.m.

MAE MURRAY

## "A-B-C OF LOVE"

A DRAMATIC ROMANCE in 6 REELS

2.30 and 7.15 p.m.

EILEEN SEDGWICK in TERROR TRAIL  
Episodes, 13 and 14.

Usual Prices. BOOKING AT THE THEATRE.

## STAR THEATRE.

PEKING ROAD, KOWLOON: Phone. K. 795.  
The biggest house exhibiting the best pictures.

Tuesday, 25th to Thursday 27th. 5.30 & 9.15.

ETHEL CLAYTON

## VICKY VAN

A real story of love & mystery.

Booking at the Star Ferry Wharf for Hongkong Residents  
FREE FERRY TICKETS BOTH WAYS.  
Open Daily 4.30 to 5.15 p.m. and 6 to 9 p.m.  
Saturdays 2 to 5.15 p.m. 4.30 to 5.15 p.m. and 6 to 9 p.m.  
SEE HAND BILLS.

## UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here—

Jow Gravelly Hongkong Hotel, from Shanghai.

Ogino Matsubara, from Tungkuchibisen.

Lyons Solano, from Shanghai.

Yukio Sakurazuchi c/o Hakozaki Maru Nippon Yusen Kaisha, from Tokyo.

Mitani Hakozaki Maru, from Tokyo.

Hohenny Jardines, from Kobe.

Brazier Passenger Dongola c/o Mackinnons, from Amoy.

Uss Tracy, from Chefoo.

Tori Tzawai, from Kobe.

Mowwohing, from Tsingtau.

Tm Chiatyn Hoonzeng Kian-kee, from Amoy.

Wong 13, Caine Road, from Shanghai.

Tanlay Oathwarchun, from Amoy.

Sibence, from Amoy.

Chanfanzhan Wingthenlung Co. Siyingspoone, from Shanghai.

Konghongtai, from Shanghai.

3037 (2), from Shanghai.

Nghanyee, from Shanghai.

Wingon West Point, from Kobe.

TH. KRING, Superintendent.

Hongkong, July 20, 1922.

EASTERN EXTENSION AUSTRAL-ASIA & CHINA TELEGRAPH CO.

10647/18th, Obiefarm, from San Francisco.

12029/19th, Ricecoal, from Saigon.

12090/17th, Roberts, Government Civil, from Singapore.

M. E. F. AIRBY, Superintendent.

Hongkong, July 20, 1922.

Printed and Published for the Proprietor, by Alfred Marley at 11, the House Street, in the City of Victoria Hongkong.